

# Kelly field in the great world war



H. D. Kroll









KELLY FIELD

IN THE

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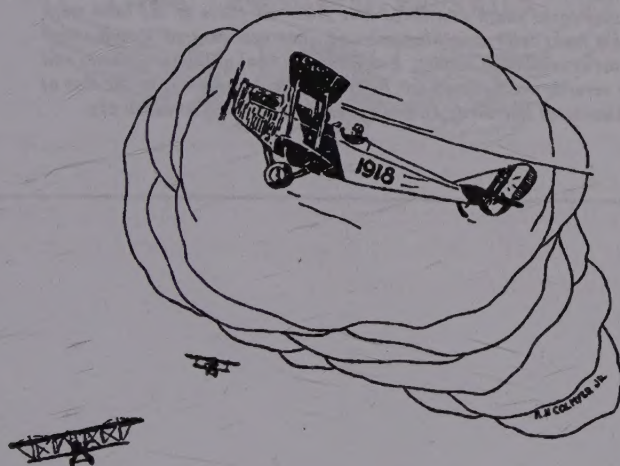
# KELLY FIELD

## IN THE GREAT WORLD WAR

EDITED BY  
LIEUT. H. D. KROLL



SECOND EDITION



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## FOREWORD

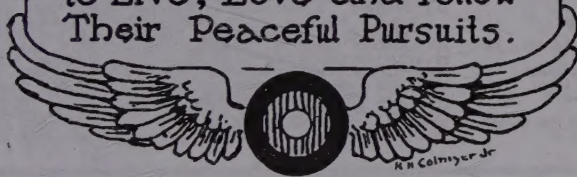
*The achievements of Kelly Field set forth in the Great World War are as far reaching as the ethers in which its products float, and it is doubtful indeed if any one ever will be able to set down in detail the part it played in bringing to an end the historic struggle that waged overseas and which brought the whole world to a realization of the terrible sufferings endured because of the frightfulness with which Germany carried on her machinations. When, however, the cause of Freedom rang out from one end of the earth to the other and awakened the spirit of the United States to a realization of its duty, the day of doom for Germany was set.*

*But who knows of the Herculean task that confronted the War Department and the gigantic strides made necessary in order to hasten the end? And of the Air Service and its accomplishments, with the training of thousands of young men to fit them in as perilous a work as ever man had undertaken, and which work is today an accomplished fact—the conquering of the air? Ask the average young American who has served at Kelly Field about the conditions that prevailed there and the answer will be invariably, “Speed it up!” And therein lies the answer to the question so often put as to the wonderful results obtained at this historic field and which will go down in history as a living monument to those who served their country in the world war, for it bids fair to be maintained in the future in the development of America’s newest industry.*

*“Speed it up!” How those words will resound in days to come in the ears of thousands! From early morn till late at night the serious-faced youth assembled here from all parts of the land went to his tasks with a willingness and eagerness that set a new mark in the rendering of service, and when the final adjustment comes and the records are summed up Kelly Field will stand out in the line of achievement like a ray of golden sunshine piercing a leaden sky.*



Dedicated to Those  
Brave Men Who Have  
Offered Their Lives  
That Liberty Shall Not  
Perish and That All Man-  
kind May Enjoy the Right  
to Live, Love and Follow  
Their Peaceful Pursuits.



# In Memoriam

## AMERICAN FLIERS KILLED IN ACTION

ALDRICH, PERRY HENRY, 1st Lieut.  
 ANGEL, CYRIL M., 2d Lieut.  
 ARMSTRONG, HENRY GUION, 1st Lieut.  
 BAHL, JAMES LA VERENE, 1st Lieut.  
 BAKER, H. T., 1st Lieut.  
 BARBER, NEWELL C., 2d Lieut.  
 BEAUCHAMP, OLIVER T., 1st Lieut.  
 BELLON, FRANKLIN B., 2d Lieut.  
 BITTENGHER, HOWARD P., 2d Lieut.  
 BLECKLEY, ERWIN R., 2d Lieut.  
 BLODGETT, RICHARD ASHLEY, 1st Lieut.  
 BOLOT, H. ST. JOHN, 1st Lieut.  
 BOWEN, JOSEPH B., 2d Lieut.  
 BOWYER, JAMES E., 2d Lieut.  
 BRODIE, CLARENCE A., 1st Lieut.  
 BROOMFIELD, HUGH D. G., 1st Lieut.  
 BROUGHTON, WILLIAM E., 2d Lieut.  
 BRUCE, ALEXANDER BERN, 1st Lieut.  
 BURNS, JAMES S. D., 2d Lieut.  
 CAMPBELL, BURTON L., 1st Lieut.  
 CARPENTER, J. I., 1st Lieut.  
 CASE, LYMAN E., 1st Lieut.  
 CASSARD, DANIEL W., 1st Lieut.  
 CHAPMAN, CHARLES WESLEY, 2d Lieut.  
 COCHRAN, ROBERT JAMES, 1st Lieut.  
 COCHRANE, STANLEY L., 2d Lieut.  
 COLEMAN, DE WITT, JR., 1st Lieut.  
 COLLINS, PHELPS, Capt.  
 COOLIDGE, HAMILTON, Capt.  
 CRAIG, HARRY WORTHINGTON, 1st Lieut.  
 CROXIN, EDWARD M., 1st Lieut.  
 CRUME, HARRIS E., 2d Lieut.  
 CURRY, IRBY R., 1st Lieut.  
 CARTER, EDWARD VIVIAN, 1st Lieut.  
 DAVIDSON, GILFORD COUNCIL, 1st Lieut.  
 DAVIS, PHILIP W., 2d Lieut.  
 DIETZ, PHILIP, 1st Lieut.  
 DOWD, MEREDITH, 2d Lieut.  
 FORBES, EARL, 2d Lieut.  
 EMERSON, WILLIAM K. B., JR., 2d Lieut.  
 HYMAN, KARL HENRY, 2d Lieut.  
 FISHER, JOHN JACOB, 1st Lieut.  
 FOX, RAYMOND F., 1st Lieut.  
 FRESHFIELT, J. E., Capt.  
 FULLER, ROSWELL HAYES, 1st Lieut.  
 GARDINER, E. H., 2d Lieut.

GARNSEY, EDWARD GRANT, 1st Lieut.  
 GARRETT, CLAUDE S., 1st Lieut.  
 GIROUX, ERNEST A., 1st Lieut.  
 GOETTLER, HAROLD E., 2d Lieut.  
 GRACIS, RALPH D., 1st Lieut.  
 GRIDER, JOHN MCG, 1st Lieut.  
 GUNDELACH, ANDRE A. H., 1st Lieut.  
 HAMILTON, LLOYD A., 1st Lieut.  
 HAMMER, EARL M., 1st Lieut.  
 HANSCUM, AUSTIN P., 2d Lieut.  
 HARRIN, DAVID B., 2d Lieut.  
 HILL, R. C., 1st Lieut.  
 HIRTIL, F. K., 2d Lieut.  
 HITCHCOCK, R. W., 1st Lieut.  
 HOBBS, WARREN T., 1st Lieut.  
 HUNT, JASON SOLON, 1st Lieut.  
 JENKINSON, HARRY, JR.  
 JEROM, GILBERT M., 1st Lieut.  
 JOHNSON, ARTHUR THEO., 1st Lieut.  
 JOHNSON, CONARD, 1st Lieut.  
 JOHNSON, HARRY F. W.  
 JOHNSON, DONALD, 1st Lieut.  
 KAULE, CLARENCE C., 1st Lieut.  
 KEARNEY, THOS. E., 1st Lieut.  
 KESSLER, SAMUEL R., JR., 2d Lieut.  
 KELTY, ACHER E., 1st Lieut.  
 KENNEDY, CHESTER H., 2d Lieut.  
 KEIL, DAVID, 1st Lieut.  
 KIMBER, ARTHUR C., 1st Lieut.  
 KINNEY, CLAIR A., 1st Lieut.  
 KILL, GEO. P., 1st Lieut.  
 LAYTON, LAWRENCE, 1st Lieut.  
 LEHR, MANDERSON, 1st Lieut.  
 LOUD, HAROLD D., 2d Lieut.  
 LOWRY, F. B., 2d Lieut.  
 LOUGHAN, L. B., 1st Lieut.  
 LUTHERY, VICTOR RAOUL, Maj.  
 LUKE, FRANK, JR., 1st Lieut.  
 LUMSDEN, J. C., 2d Lieut.  
 MACARTHUR, JOHN, 2d Lieut.  
 MANUEL, EMMET HIALONE, 1st Lieut.  
 MATTHEWS, ALEXANDER F., 1st Lieut.  
 MATTHEWS, RICHARD A., 1st Lieut.  
 MCLENDON, JOEL H., 1st Lieut.  
 MCCORMICK, JOHN F., 1st Lieut.  
 MCCORMICK, VAUGHN R., 2d Lieut.  
 MILLER, JAMES E., Capt.  
 MILLER, JOHN O., 1st Lieut.  
 MILLER, WALTER B., 2d Lieut.  
 MOODY, RICHARD W., 2d Lieut.  
 MOORE, FRANK N., 2d Lieut.

MORSE, GUY E., 2d Lieut.  
 MORTIMER, RICHARD, JR.  
 NOBLE, RALPH M., 2d Lieut.  
 NORTON, FREDERICK W., 1st Lieut.  
 NUTT, ALAN, 1st Lieut.  
 O'DONNELL, PAUL J., 2d Lieut.  
 O'FUTT, JARVIS J., 1st Lieut.  
 O'VINGTON, CARTER L., 1st Lieut.  
 PALMER, KEENE M., 1st Lieut.  
 PARKER, RAYMOND W., 2d Lieut.  
 PARROTT, EDMUND A., 1st Lieut.  
 PATTERSON, ALFRED D., 1st Lieut.  
 PEREE, HARRIS E., 1st Lieut.  
 PHILLIPS, WALTER A., 1st Lieut.  
 PLUMMER, CHARLES W., 2d Lieut.  
 POTTER, W. M. C., 1st Lieut.  
 PRENTICE, LEE C., 2d Lieut.  
 PUTMAN, DAVID E., 1st Lieut.  
 REILLY, LLOYD G. E., 1st Lieut.  
 RHINELANDER, PHILIP N., 1st Lieut.  
 RICHARDS, JOHN F., 1st Lieut.  
 ROOSEVELT, QUENTIN, 1st Lieut.  
 ROSS, CLEO J., 1st Lieut.  
 ROTH, IRVING, 1st Lieut.  
 RUSSELL, WILLIAM M., 1st Lieut.  
 RUST, CHARLES E., 2d Lieut.  
 SUNFORD, JOSEPH R., 1st Lieut.  
 SANDS, CHARLES H., 1st Lieut.  
 SHILLING, FRANZ F., 1st Lieut.  
 SCHONE, HAROLD J., 1st Lieut.  
 SEBRING, RAYMOND R., 2d Lieut.  
 SIBBOLD, GEORGE V., 1st Lieut.  
 SHAW, IRWIN D., 1st Lieut.  
 SHOEMAKER, HAROLD G., 1st Lieut.  
 SIMON, HERBERT K., 1st Lieut.  
 SIMPKINS, JAMES C., 2d Lieut.  
 SMITH, WALTER W., 1st Lieut.  
 STEPHENSON, WAYNE H., 1st Lieut.  
 STEVENS, HENRY L., 1st Lieut.  
 STILES, ROBERT H., 1st Lieut.  
 SUITER, WILBUR C., 1st Lieut.  
 SYKER, DON J., 1st Lieut.  
 TAYLOR, EVERETT A., 2d Lieut.  
 THOMAS, GERALD P., 2d Lieut.  
 TUFON, CHARLES H., 1st Lieut.  
 WAY, HOWARD F., 2d Lieut.  
 WHITE, SIDNEY W., 1st Lieut.  
 WHITNEY, R. H., 2d Lieut.  
 WICKS, GLENN D., 1st Lieut.  
 WOLD, ERNEST G., 1st Lieut.  
 WOOD, FRANCIS A., 2d Lieut.  
 WOOTEN, JAMES C., 2d Lieut.  
 ZELLERS, GEORGE H., 1st Lieut.

## AT KELLY FIELD

### OFFICERS

Lieut. LESLIE G. CHANDLER  
 Lieut. ORION L. MITCHELL  
 Lieut. WALTER J. JOHNSON  
 Lieut. HARRY L. PEYTON

Lieut. ROBERT B. MARKHAM  
 Lieut. JAMES DEG. MAY  
 Lieut. HARRY L. DOADS  
 Lieut. CARY L. WAPLES

Lieut. MORTON H. KNOX  
 Lieut. ROBERT M. WALKER  
 Lieut. WALTER F. BUCK  
 Lieut. GEORGE A. CARY

### CADETS

SYDNEY J. BROOKS  
 RENEY A. REGIN  
 FRANK L. SEERY  
 VINCENT C. DUNHAM  
 RAYMOND WAKEFIELD

HOWARD W. HOLIDAY  
 ELAM A. ANKRUM  
 WILSON T. DONALDSON, JR.  
 MOULTRIE C. THROWBRIDGE

PAUL M. CURRIE  
 PERCY H. LONG  
 JOSEPH S. PETERS  
 GEORGE G. KELLER  
 ROY H. SMITH

### CIVILIAN INSTRUCTOR

HERBERT J. GLADBACK



WHERE UNCLE SAM'S  
EAGLES HATCH

Published by  
The War Relocation Authority



## COLONEL HENRY CONGER PRATT

**G**RADUATED from United States Military Academy, West Point, N. Y. in 1904, Colonel Pratt joined the Cavalry branch of the Regular Army at San Francisco, Cal., later serving in the Philippines and Fort Snelling, Minnesota. He served as Aide de Camp to President Taft from 1909 to 1912, except for a period during 1911 when he served as Aide to Major-General William H. Carter when the latter commanded the troops which concentrated at San Antonio at the time of the prospective Mexican intervention.

Colonel Pratt went to California as an Aide to Major General Arthur Murray, remaining until December, 1912, when he joined the First Cavalry, serving with that Regiment at San Francisco, in the Yosemite Valley and Monterey, California, and on the border opposite Tiajuana, Mexico. He then returned to General Murray's staff and served with him at San Francisco during the San Francisco Exposition, after which he rejoined the First Cavalry for a short time and was afterward appointed Aide to Brigadier General George Bell, Jr., joining General Bell at San Antonio.

When our forces entered Mexico, Colonel Pratt accompanied General Bell to El Paso where the latter assumed command. Colonel Pratt remained at El Paso until the spring of 1916 when he joined the Fourth Cavalry in Honolulu, serving there until October of that year when he was assigned to the Air Service as a Major, reporting for duty at Kelly Field. From here he went to Call Field, Wichita Falls, Texas, remaining there about three months, when he received his promotion and organized and commanded Brooks Field, San Antonio, Texas, until September, 1917.

Since leaving Brooks Field Colonel Pratt has been on duty in Washington and also fortunate enough to have had a short period of service with the American Expeditionary Forces. He was appointed Colonel in August, 1918. He received his J. M. A. on September 12, 1918. A month after returning to Washington he was assigned to command Kelly Field, assuming command January 14, 1919.





*Colonel* HENRY CONGER PRATT,  
*Commanding Kelly Field*

PHOTO BY POWELL

### MAJOR HARRY GRAHAM, A. S. A.

**M**AJOR GRAHAM served during the Spanish-American War in Porto Rico as 1st Lieut. 4th Ohio Vol. Infantry, and was honorably mustered out January 20, 1899. He enlisted in Company D, 12th Infantry June 16, 1899, and was commissioned 2nd Lieut. 22nd U. S. Infantry from the ranks September 30, 1900. He was promoted to 1st Lieut. 22nd Infantry March 29, 1904, and Captain 26th Infantry September 13, 1911. During above period he served two tours in the Philippines and one in Alaska. During 1912-1913 he served in the Aviation Section of the Signal Corps as a pilot and held International Pilot's License No. 152 granted in August, 1912. He was out of the service from January 16, 1917 to February 4, 1918, when he was re-commissioned Captain and attached to the Air Service. Since March, 1918 he has been at Kelly Field as Instructor-Inspector of the Flying Department, Post Adjutant, and Executive Officer. He was commissioned Major in the Air Service October 1, 1918.

### MAJOR J. M. WHITE, A. S. A.

**M**AJOR WHITE enlisted in 1901 and saw active service in the Philippines. He was discharged as Corporal in 1904, re-enlisting February 18, 1905, and serving as Private, Corporal and Sergeant in U. S. and in Philippines. He was appointed 2nd Lieutenant January 21st, 1911, and promoted to 1st Lieutenant January 2nd, 1916. Served about 11 years in the Philippines. While on leave to the States was promoted to Captain, A. S. S. C., and ordered to Kelly Field. He arrived at Field October 22, 1917, and was assigned to duty as Supply Officer, Flying Department until December 20, 1917; Assistant Adjutant, Field Headquarters December 21, 1917 to September 3, 1918. Appointed Adjutant of Field September 4th 1918, and promoted to rank of Major October 12th, 1918.

### CAPTAIN C. H. AUSTIN, A. S. M. A.

**C**APTAIN AUSTIN entered F. R. O. T. C., Camp Stanley, Leon Springs, Texas, August 25, 1917, and was commissioned Captain of Infantry November 27, 1917. He reported to Commanding Officer, 90th Division, Camp Travis, December 15, 1917. He reported to Commanding Officer, Kelly Field, December 27, 1917, and was assigned to the 2nd Training Brigade. Transferred to A. S. S. C. February 18, 1918. Was detailed to command June Replacement Detachment of 880 men in May, reporting then to Commanding Officer, Camp Merritt N. J. Returned to Kelly Field June 7, 1918, and was assigned as Commanding Officer of 1st and 2nd Battalion, 2nd Training Brigade. Assigned to Concentration Brigade August 1st, 1918; appointed Executive Officer, Concentration Brigade, August 10th, 1918. In addition to above, Captain Austin has served on both General and Special Courts-martial and various other Boards. Assigned as Assistant Post Adjutant January 20, 1919, and as Field Adjutant February 10, 1919.



MAJOR  
HARRY GRAHAM

EXECUTIVE OFFICER

PHOTO BY RABA



MAJ. J.M. WHITE

CAPT. CHAUSTIN



PHOTO BY POWELL

LIEUT COL L. H. BAUER M. C. *Post Surgeon*—Reported at Kelly Field February 21, 1918. Transferred to Washington February 5, 1919.

MAJOR R. F. SCOTT, JR., *Signal Supply Officer*—Reported at Kelly Field July 6, 1917, when Col. W. Chase was in command. At that time Major Scott was one of only 12 officers on the Field. He was appointed Supply Officer, and became responsible for the Kelly Field Supply Department which is considered one of the most famous in the Air Service, comprising at one time twenty million dollars worth of property and a personnel of 1700 men. Major Scott was also responsible for the Ground Officers Training School at Kelly Field. On February 19, 1918, he was promoted to Major. He received his R. M. A. December 26, 1918.

MAJOR R. F. LONGACRE, M. C.—Commissioned Captain July 12, 1918, promoted to Major July 18, 1918, assigned Post Surgeon February 3, 1919.

CAPTAIN CROSSON *In charge Cooks and Bakers School*—Served as enlisted man from September, 1916 to July, 1917. Granted temporary appointment as 2nd Lieut. Regular Army July 9, 1917. Assistant Mess Officer, Jefferson Barracks, Mo., and Assistant Instructor R. O. T. C. Fort Snelling. Promoted to 1st Lieut. Infantry July 15, 1917. Made Captain August 16, 1917. Assigned to duty in charge of Cooks and Bakers School Kelly Field April 27, 1918. His home address is San Antonio Texas.

CAPT J. J. GALLAGHER, A. S. A. *Intelligence Officer*—Commissioned 1st Lieut., November 23, 1917. Reported at Kelly Field January 22, 1918, and assigned to duty with Intelligence Office. Made Intelligence Officer in July 1918, and promoted to Captain August 28, 1918. Captain Gallagher enlisted in 1898 and has served in the Infantry and Cavalry. His home is in San Antonio Texas.

CAPTAIN F. J. WHITE, A. S. A.—Commissioned 1st Lieut. November 8, 1917. Reported at Kelly Field February 22, 1918. On duty with 324th Sqdn. Assigned as Publicity Officer and Officer in charge of "Eagle" August 22, 1918. Promoted to Captain A. S. A. August 28, 1918. Assigned as Summary Court Officer, for purpose of administering oaths only September 8, 1918. Home address Denver, Colorado. Captain White served as an enlisted man in the Signal Corps N. G. N. Y. from 1895 to 1899. Captain S. C. N. G., Colorado from 1899 to 1904.

CAPTAIN H. B. LOVE, *Personnel Adjutant*—Commissioned in Infantry November 27, 1917, after training at Second Officers' Training Camp, Leon Springs, San Antonio. Reported at Kelly Field December 22, 1917, and assigned to command a group of lines in the 11th Prov. Recruit Regiment. Assigned as Record Officer, Recruit Division, January 19, 1918. July 26th transferred to Flying Department. Returned to Kelly One August 26, and assigned as Personnel Adjutant, Casual Detachment. In November, Personnel Adjutant of 3rd Wing, C. O. of 3rd and 5th Wings and on December 31, 1918, assigned as Post Personnel Adjutant.

LIEUT. T. MARTIN, *Post Censor*—Commissioned November 8, 1917, and assigned to duty with the 211st Sqdn. Transferred from Infantry to Aviation Section in February, 1918. On duty with Assistant Executive Officer K. I. July to August 1918. Has served as Summary Court and Survey Officer. Post Censor and Staff Salvage Officer.

LIEUT. E. P. ROCHESTER—Commissioned November 8, 1917. Arrived at Kelly Field December 10, 1917. Appointed Assistant Judge Advocate December 31, 1917. Appointed Summary Court Officer and Survey Officer August 23, 1918.

LIEUT. STANLEY A. CORFMAN, A. S. M. A.—Commissioned January 23, 1918. Assigned to 1st Tr. Brigade March 3, 1918. As Assistant Adjutant April 27, 1918. Assistant Personnel Adjutant August 2, 1918. Assistant Adjutant September 16, 1918. Home address Elyria Ohio.

LIEUT. P. B. JACKSON, *Assistant Adjutant*—Appointed 1st Lieut. S. R. C. A. S. April 2, 1918, assigned as Asst. Adjutant April 3, 1918.

LIEUT. G. A. CLARK, A. S. A.—Graduated from School for Adjutants, Columbus, Ohio, April 27th, 1918. Commissioned May 6th, 1918, and assigned to Kelly Field. While at Kelly Field he has been Assistant Commanding Officer of Lane 14 Section 9 Trades Division, 1st Tr. Brigade, Inspector of Trades Division, Inspector of Casual Detachment Insurance Officer, Assistant Personnel Adjutant in charge of Assignment Office, and Assistant Adjutant in charge of Officers' Personnel.



# HEADQUARTERS STAFF



LT. COL. L.H. BAUER



MAJ. P. LONGACRE



MAJ. F. SCOTT JR.



CAPT. H. LOVE



LT. T. MARTIN



CAPT. G.W. RUPP

LIEUT. G.A. CLARK

**LIEUT. OL. H. B. CLAGETT**, Commanding. Appointed to U. S. Military Academy by President Roosevelt July 31st, 1902 and graduated June 12, 1906. Assigned as 2nd Lieutenant to the 23rd Infantry and served in Philippines, Indiana and Texas until December, 1912. Promoted to 1st Lieutenant May, 1911. Appointed Aide to President Taft December 6th, 1912. Remained with President Taft until latter went out of office. Reappointed Aide to President Wilson March 4th, 1913. Continued with President Wilson until May, 1911. Rejoined the 23rd Infantry May 4th, 1914, at Texas City. Transferred to the 10th Infantry in the Canal Zone February, 1915. Served with the 10th Infantry in the Canal Zone until July 1st, 1916. Then promoted to Captain and assigned to the 33rd Infantry in the Canal Zone. Transferred to the 5th Infantry in the Canal Zone June 1st, 1917. Appointed Major, Aviation Section, Signal Corps, September 21st, 1917, and assigned to duty at Kelly Field Texas. In command of the 1st, 3rd and Provisional Recruit Regiments, also the Recruit Division at Kelly Field from October 12th, 1917 to May 8th, 1918. At Rockwell Field California, from May until August, completing final primary training and also gunnery training. In command of Flying Department, Kelly Field from September 2nd to November, 1918, when he assumed command of Kelly Field. Relieved by Colonel Pratt January 14, 1919.

**MAJOR L. B. JACOBS**, A. S. A., Commanding Flying School Detachment—Major Jacobs was commissioned 2nd Lieut., N. G., Delaware June 6, 1907. Called into the Federal Service as Captain, 1st Del. Inf., at Deming, N. M. in the winter of 1916-17. At Fort Du Pont and State Range, Del., in command of 2nd Bn. 1st Del. Inf. in the spring and summer of 1917. October, 1917, transferred to Field Artillery, N. G. and assigned to the 10th Ammunition Train, 25th Division, March 6, 1918. Commissioned in the Signal Corps and assigned as Equipment Officer, Aviation Concentration Camp, Morrison, Va. Commanding there from June to July, 1918. Arrived at Kelly Field August 20, 1918 and completed R. M. A. training Nov. 20, 1918. Placed in command of the Flying School Detachment, comprising an authorized personnel of 1,658 men, November 18, 1918. Officer in charge of Garrison School, F. D., in addition to other duties, since January 1, 1919.

**MAJOR C. W. RUSSELL**, Officer in Charge Flying—Major Russell is a West Point graduate and one of the pioneer American Military Aviators. He arrived at Kelly Field in November, 1918, succeeding Captain Robert B. McGill. Major Russell served in the Philippines from 1914 to 1916. He was then promoted to 1st Lieut. and took up aviation at San Diego. He served with General Pershing in Mexico, as a member of the First Aero Squadron, Uncle Sam's first unit. In May, 1917, he was promoted to Captain and sent to Panama to organize the Air Service in the Canal Zone. On returning to the States, he was assigned as O. L. C. Flying Rich Field Waco, Texas. He was promoted to Major in April, 1918, and placed in command of Rich Field. Previous to his assignment to Kelly Field, he was on duty at the D. M. A., Washington, D. C.

**CAPTAIN B. M. CANE**, Engineering Officer—Commissioned 1st Lieut. in S. R. C., A. S., August 15, 1917. Assigned to Kelly Field August 21, 1917, and made Assistant Engineer Officer November 25, 1917. Made Chief Engineer Officer June 20, 1918. Completed R. M. A. training in August, 1918, and promoted to Captain August 1, 1918.

**CAPTAIN H. V. HAND**, Cadet Wing Commandant—Enlisted August 22, 1913, commissioned 2nd Lieut. Inf. July 8, 1917. Service in the Aviation Section since 1911. On duty at Kelly Field since September, 1917. At present Commandant of Cadet Wing.

**CAPTAIN J. PIHRSKY**, A. S. A., Personnel Adjutant—Enlisted Oct. 13, 1911. Served in Company "L," 12th U. S. Inf. to October 12, 1911. Re-enlisted October 12th, 1914, in same organization, held grades as Corporal, Sergeant and 1st Sergeant in the Philippine Islands. Transferred as Sgt. to Co. "E," 26th U. S. Infantry, October 15th, 1915. Held grade as Sergeant and 1st Sergeant on the Mexican border. Transferred as Sergeant to Aviation Section, S. C., June 11th, 1917 for duty at Kelly Field. (At that time Kelly Field had 4,000 enlisted men and only 5 Officers.) Entered the Ground Officers Training School at Kelly Field, October 6th, 1917, and graduated November 25th, 1917. Commissioned as 1st Lieut., A. S., Sig. R. C., December 26th, 1917. Promoted to Captain A. S. A., September 17th, 1918. Duties while at Kelly Field, a member of the Provisional Aviation School Squadron under Major Egerly, and later a member of the 54th Squadron, Instructor in Ground Officers Training School, Commander 27th Aero Squadron, Assistant Inspector, Flying Department, and Personnel Adjutant, Flying Department, September 26th, 1918, to date.

**CAPTAIN W. R. BECKEL**, A. S. A., Flying Department Adjutant—Entered the service January 17, 1917. Reported at Kelly Field July, 1917. Passed R. M. A. test, and on September 4, 1917, commissioned 1st Lieut. Has served as Supply Officer 24th Aero Squadron, C. O. 165th Squadron, Assistant Engineer Officer, Flying Department, O. L. C. Field and Hangar, and Assistant Officer in Charge Flying. Appointed Adjutant of Flying Department August 29, 1918. Promoted to Captain, A. S. A., October 1, 1918.

**CAPTAIN FRANK VAN PATTEN ELLSWORTH**, A. S. A., Maintenance Officer, Summary Court Officer—Commissioned 1st Lieut., S. R. C., A. S., August 30, 1917. Reported at Kelly Field October 5th, 1917. Assigned as Adjutant, 67th Aero Sqdn. October 8, 1917, and placed in command of same Squadron a few days later. In command of 7th Provisional Recruit Company, 3rd Recruit Battalion and next with the 4th Provisional Recruit Regiment as Recruit Receiving Officer, January 1, 1918, became Recruit Receiving Officer, Trades Division, Transferred to Flying Department April 1, 1918, and made Efficiency Officer. On May 7, 1918, made Maintenance and Summary Court Officer. June 3, 1918, reappointed member General Court Martial Board. Honorably discharged March 1, 1919. Civil occupation, civil engineer.

**LIEUT. PAUL O. SERGENT**, A. S. A., Detail Officer—Commissioned 2nd Lieut., Aviation Section, Signal Reserve Corps, November 27th, 1917, from the Infantry at Fort Sheridan Training Camp. Assigned to active duty Kelly Field, Texas, December 10th, 1917. Assigned as Adjutant, 615th Aero Squadron, January 14th, in Second Training Brigade, and transferred to Flying Department on January 24th, 1918. On special duty at Flying Department Headquarters until March 19th, 1918, when appointed Detail Officer and Assistant Adjutant, Flying Department. Started flying instruction on dual stage July 2nd, 1918. Received promotion from 2nd Lieut. A. S. M. A., to 1st Lieut. A. S. A. November 6th, 1918. Received 1st M. A. rating November 11th, 1918.

**LIEUT. T. R. McCRACKEN**, A. S. M. A., Assistant Personnel Adjutant—Entered second Officers Training Camp Fort Niagara, N. Y., and commissioned 2nd Lieut. Infantry Reserve Corps November 27th, 1917, and ordered to Camp Travis, Texas. Reported at Camp Travis December 15th, 1917 and entered a course in Machine Guns. January 10th, 1918, was transferred to Aviation Section, Signal Corps and ordered to Kelly Field. Assigned to Quarantine Camp, where remained until April 19th, 1918. Then detailed as Mess Officer of the Recruit Division. July 6th, 1918 assigned to 150th Aero Squadron, Kelly Field No. 2. August 15th relieved from 150th and assigned as Assistant Inspector Flying Department. September 25th assigned as Assistant Personnel Adjutant, Flying Department and Commanding Officer 1st Air Service Band. When 1st Air Service Band was moved from Flying Department relieved of Command, January 25th, 1919.

**LIEUT. CARL R. NEWMAN**, Assistant Adjutant—Commissioned in March, 1918. On Duty at Flying Department since April, 1918, as Assistant Adjutant, and Officer in charge Quarters Band and guard roster.

**LIEUT. HOWARD D. DE VAN**, Assistant Adjutant—Commissioned March 18, 1918. Assigned to 150th Squadron March 25, 1918. Instructor Inspector July 25, 1918. Assigned to Flying Department August 25, 1918. Home Pittsburgh, Penn.



# FLYING DEPARTMENT STAFF



PHOTOS BY POWELL



Sitting, left to right:—Capt. W. R. BECKER, Major C. W. RUSSELL, Lt. Col. H. B. CLAGETT, Major L. B. JACOBS  
 Standing, left to right:—Capt. J. PIRISKY, Capt. F. VAN P. ELLSWORTH, Lt. A. F. NUSSE, Lt. T. R. MCCracken,  
 Lt. C. P. SKEMP, Capt. B. M. CANE, Lt. PAUL O. SERGENT, Lt. HOWARD G. DEVAN.



PAST COMMANDING OFFICERS—KELLY FIELD



Lt COL GERALD C. BRANT

MAJ. THORNE DEUEL

MAJ. LEO G. HEFFERNAN

PAST COMMANDING OFFICERS—FLYING DEPARTMENT



PAST FIELD OFFICERS ON DUTY WITH TRAINING BRIGADES AT KELLY FIELD



LT. COL. G.C. GOODRICH



MAJ. H.L. JORDAN



MAJ. S.B. BUCKNER



MAJ. C.H. BONESTEEL



MAJ. F.D. LACKLAND



MAJ. J.P. EDGERLY



MAJ. W. VAUTSMEIER

COLONEL WILLIAM D. CHITTY, A. S. S. C.—Reported at Post September 16, 1917, and assumed command on September 18, 1917. Promoted to Lieut. Colonel from Major August 15, 1917. Promoted to Colonel September 22, 1917. Left Post March 25, 1918.

COLONEL G. V. S. QUACKENDUSH, A. S. M. A.—Reported October 8, 1917. Assigned to the command of Training Brigade October 28, 1917. Assumed command of Post February 15, 1918. Appointed Colonel, A. S. M. A. Aug. 23, 1918. Left Post September 28, 1918.

COLONEL W. E. GILMORE, A. S. A.—Assumed command of Post on October 3, 1918, transferred to Washington, D. C. while on detached service December 5, 1918.

LIEUT. COLONEL H. B. CLAGETT—Assigned to duty at Kelly Field as Major, Aviation Section, Signal Corps, September 21, 1917. In command of the 1st, 2nd and Provisional Recruit Regiments from October, 1917, to May, 1918. From May to August, 1918, at Rockwell Field. Returned and assumed command of Flying Department September 2, 1918, assumed command of Kelly Field November 20, 1918. Relieved by Colonel Pratt January 14, 1919.

LIEUT. COLONEL GERALD C. BRANT, S. C.—Reported at Post May 23, 1918. Assigned as Commanding Officer, Flying Dept. May 30, 1918. Assigned as Temporary Fire Marshal June 27, 1918. Left for Washington, D. C. July 22, 1918.

MAJOR THORNE DEUEL, J. M. A.—Reported at Post July 3, 1917. In command of Flying School to October 7, 1917. Assigned with Detachment of Flying Cadets December 4, 1917. Judge Advocate, G. C. M. Appointed Salvage Officer March 9, 1918. Assigned as Executive Officer, Flying Department April 13, 1918. Left Post June 6, 1918 for Hicks, Texas.

MAJOR L. G. HEFFERNAN, J. M. A., A. S. A.—Reported at Post July 12, 1918. Assigned as C. O. Flying Department July 12, 1918. Left September 28, 1918, en route to Hoboken, N. J.

MAJOR HARRY L. JORDAN Arrived at Post March 11, 1918, from Camp Dodge, Iowa. Assigned as Assistant Fire Marshal. Later assigned as Special Inspector, Kelly Field, April 29, 1918. Relieved May 15, 1918.

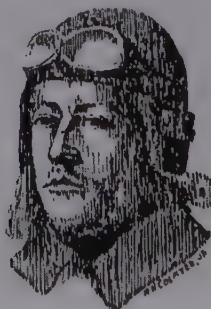
MAJOR FRANK D. LACKLAND—Arrived at Post Nov. 14, 1917, and assigned to 1st Tr. Brigade. Relieved April 13, 1918, and proceeded to Mt. Clemens, Michigan.

MAJOR S. B. BUCKNER—Commissioned August 5, 1917. Assigned to duty with the First Training Brigade March 4, 1918. Assigned to command the Third Training Brigade May 11, 1918. In command of the First Tr. Brigade June 23, 1918. Relieved August 28, 1918.

MAJOR JOHN P. EDGERLY—Assigned to command Recruit Camp until September 5, 1917. Promoted to Major from Captain on October 21, 1917. Left Post for Charlotte, N. C., on July 8, 1918.

MAJOR CHAS. H. HONESTEEL Reported at Post from Headquarters, Hawaiian Department, Honolulu, Nov. 3, 1917. Assigned to 2nd Tr. Brigade February 7, 1918, and to the 1st Tr. Brigade February 14, 1918. Relieved July 11, 1918.

MAJOR WALTER W. VAUTSMEIER—Commissioned Feb. 19, 1918. Post Exchange Officer to March 10, 1918, and promoted to Major from Captain February 19, 1918. In command of 2nd Wing, Concentration Brigade from September 23, 1918, to October 13, 1918.



## SAN ANTONIO, TEXAS

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**K**ELLY FIELD, the greatest aviation field in the United States and one of the greatest in the world, was in a sense the favored child of the San Antonio Chamber of Commerce. A committee of the Chamber of Commerce assembled the necessary land for this undertaking and presented the proposition to the Aviation Production Board in Washington in June, 1917. The contract was finally signed in July, 1917 comprising all of what is Kelly Field Number Two. Kelly Field One having been acquired a few months earlier. In addition to Kelly Two, a tract nearly as large just across the railroad, below Kelly One, was leased and another tract across the Somerset Road, still larger. The total acreage in what would have been these four Kelly Fields, was over six thousand acres. The Secretary of the Chamber of Commerce signed the contract on behalf of San Antonio, and at the request of the Aviation Department the Chamber of Commerce leased the land from the owners individually and subleased it to the United States Government.

The haste under which the contract was worked out made it impossible to figure costs exactly and the Chamber of Commerce offered the Government one of the most unique contracts in the history of the assembling of the aviation fields. This contract called for service by the Chamber of Commerce without profit and the guarantee that the books and accounts of the Chamber of Commerce as agent for the aviation fields should be examined periodically by United States Government officials or at any time the Government officials might choose to examine the books, and that at stated intervals any excess over the actual cost of handling these aviation propositions for the Government should be returned to the Government. The Chambers of Commerce has already returned to the Government more than \$5600 in money saved by the economical handling of Kelly Field.

What would have been Kelly Field Three and Kelly Field Four was released in the fall of 1917 at the suggestion of the British and French aviators who were of the opinion that such large flying fields so close together would result in accidents and collisions. Later on the Chamber of Commerce assembled the property in what is known as Brooks Field and this likewise is handled in the same manner. When that field was presented to the Aviation Department the interesting fact came out that a few years before a special board of officers appointed by the army to investigate conditions for air training had reported that the climatic and other conditions at San Antonio were the most favorable in the United States.

The original flying in the United States Army was done at San Antonio, one lone hangar stood near what is now the center of Camp Travis and Lieut Benjamin D

Foulois as he was then known, now Brig Gen Foulois, was the pioneer of American army aviators. At the time of the threatened trouble with Mexico in 1916 our entire air fleet was assembled at San Antonio and consisted of the superb number of eight, more or less antiquated machines. Unfortunately the record of army flying will probably never give full credit to the daring young men who risked their lives in flying in these old machines into Mexico.

In the development of Kelly Field an enviable record of efficiency has been established. Not only in the gross number but in the relative number of flying hours per machine has Kelly Field set a record in the army. At the close of the winter of 1917-18 the total number of flying hours in Kelly Field was greater than all the other aviation fields in the United States put together. There is no doubt of the fact that the men trained at this great field contributed largely to the success of the American army in France. San Antonio with its historic associations of the Alamo, where brave Americans died for liberty, is proud to have in its environs this great training field for American aviators, and this city is proud to add to the traditions of the Alamo and its gallant forefathers who established liberty in the Southwest the traditions of the brave men, some of whom gave their lives in training here others of whom gave their lives on the battlefields of France and Flanders, whose memories will live always at Kelly Field. San Antonio with its delightful winter climate, with its splendid modern hotels its picturesque urban beauty, will always welcome back the men of the flying service and their families.

San Antonio is one of the most interesting cities in America and has a distinctive Latin-American atmosphere and a picturesque urban beauty all its own. For years it has been, in the winter, the mecca for visitors from the frozen North who have enjoyed delightful days of sunshine, golfing and motoring, hunting, fishing and on the polo field.

San Antonio has also many splendid modern hotels and all of the conveniences and accommodations that go with a modern American city. It is within 150 miles of the Gulf, with its wonderful tarpon fishing and duck hunting and has in Lake Medina, thirty one miles away, the greatest fresh water fishing in America, and also splendid duck hunting.

In its Country Club and Municipal Golf Links San Antonio boasts of two of the best eighteen hole golf links in the South, with tennis courts swimming pools etc. The cordial hospitality of the Old South blended with the restless energy and activity of the new West combine to make San Antonio a wonderful and interesting city.





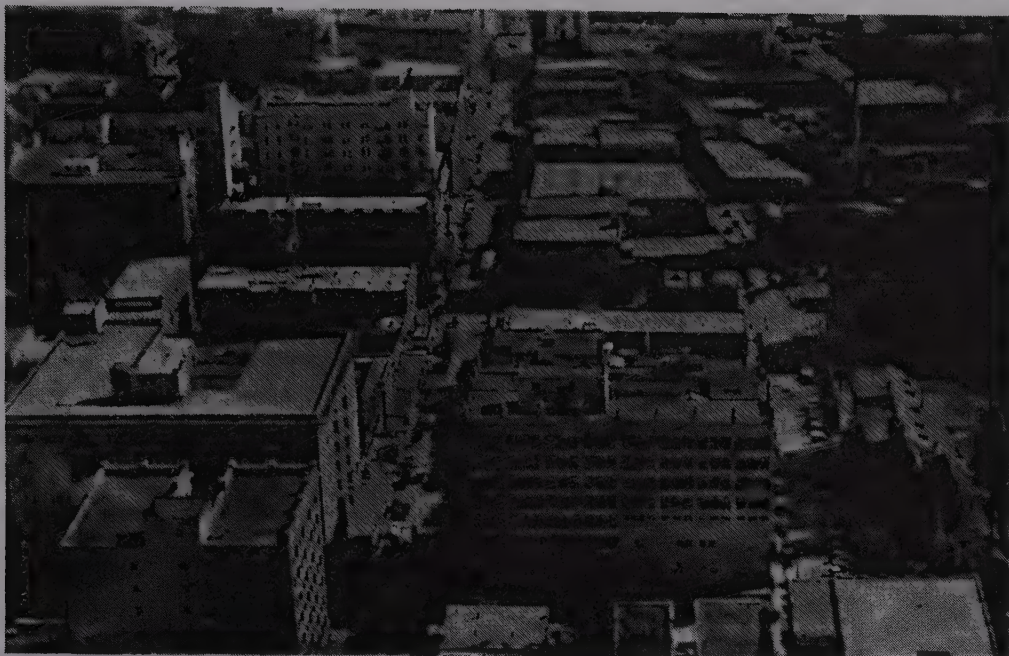
PHOTO BY AERIAL PHOTO HUT, FLYING DEPT.

Over the Alamo and San Antonio



The Sunken Gardens at Brackenridge Park  
(The seat of part of our training)





*A few hundred feet above Houston Street*

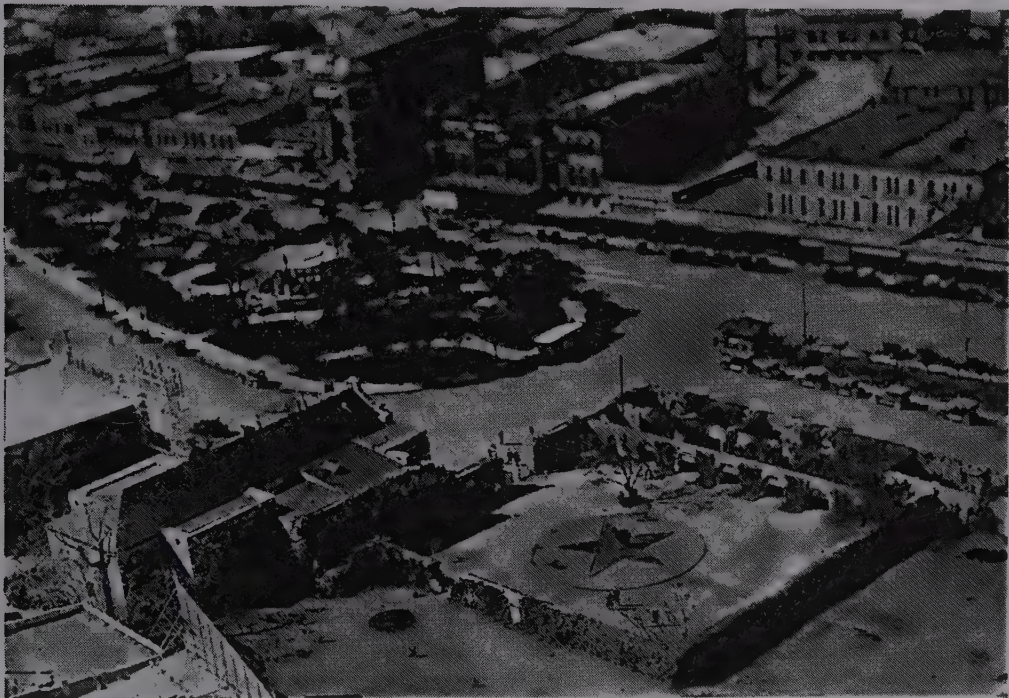


PHOTO BY AERIAL HUT, FLYING DEPT.

*Just above the historic Alamo*





**Skimming the house tops**



PHOTOS BY AERIAL MUX, FLYING DEP'T.

**A close-up of a section of the residential district**



# SOME OF THE SQUADRONS

AT

2 <sup>nd</sup>	48 <sup>th</sup>	67 <sup>th</sup>	234 <sup>th</sup>	117 <sup>th</sup>	128 <sup>th</sup>	668 <sup>th</sup>	239 <sup>th</sup>
5 <sup>th</sup>	24 <sup>th</sup>	84 <sup>th</sup>	235 <sup>th</sup>	118 <sup>th</sup>	129 <sup>th</sup>		
63 <sup>rd</sup>	24 <sup>th</sup>	110 <sup>th</sup>		121 <sup>st</sup>	134 <sup>th</sup>		178 <sup>th</sup>
64 <sup>th</sup>	25 <sup>th</sup>	115 <sup>th</sup>		125 <sup>th</sup>	144 <sup>th</sup>		180 <sup>th</sup>
65 <sup>th</sup>	50 <sup>th</sup>	116 <sup>th</sup>	236 <sup>th</sup>	126 <sup>th</sup>	145 <sup>th</sup>	238 <sup>th</sup>	231 <sup>st</sup>

240 <sup>th</sup>	242 <sup>nd</sup>	313 <sup>th</sup>	357 <sup>th</sup>	632 <sup>nd</sup>	662 <sup>nd</sup>	670 <sup>th</sup>	820 <sup>th</sup>	882 <sup>nd</sup>
241 <sup>st</sup>	312 <sup>th</sup>	324 <sup>th</sup>	461 <sup>st</sup>	661 <sup>st</sup>	663 <sup>rd</sup>	681 <sup>st</sup>		619 <sup>th</sup>
243 <sup>rd</sup>		325 <sup>th</sup>	615 <sup>th</sup>		664 <sup>th</sup>	682 <sup>nd</sup>		187 <sup>th</sup>
244 <sup>th</sup>		326 <sup>th</sup>	226 <sup>th</sup>		665 <sup>th</sup>	804 <sup>th</sup>		223 <sup>rd</sup>
245 <sup>th</sup>		327 <sup>th</sup>	626 <sup>th</sup>	633 <sup>rd</sup>	669 <sup>th</sup>	819 <sup>th</sup>	883 <sup>rd</sup>	322 <sup>nd</sup>
				675 <sup>th</sup>				

IN

1917-1918



Entrance to Kelly Field—(There is no exit)



*The*  
GREATEST MOTHER  
*in the* WORLD



THE GREATEST FATHER IN THE WORLD



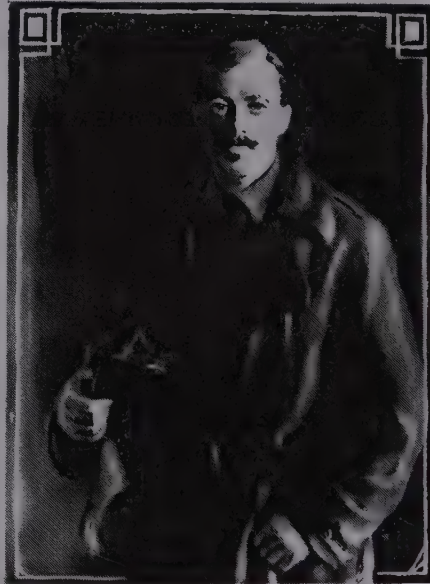
## KELLY FIELD

### The tale of a whirlwind growth from a Texan cotton field to one of the world's greatest Aviation Centers

When one thinks of Kelly one thinks of the U. S. Air Service in all its various and difficult stages of development, for the two are synonymous. From its institution to its present stage of development Kelly Field has typified all that this important branch of our fighting forces now means. Well may it be called the Father of Aviation Fields, for although flying schools have been established throughout the length and breadth of the continental United States in the past two years, none of them have had so romantic and thrilling a history as Kelly.

To the casual observer, standing today upon some high point and glancing over this mammoth expanse of territory, not the remotest idea is given of the marvelous transition which has taken place within the past two years. He sees before

him now Kelly Field, a veritable city, humming with industry. Hundreds of red-roofed buildings of various type and design spread out before him, arranged in symmetrical rows and blocks, while macadamized roads, crowded with all types of vehicles from huge Army trucks to powerful pleasure cars wind their way here and there across the wide expanse. Smoke, pouring forth from all the tall smokestacks of numerous factories and shops, spreads out and vanishes in the misty air above, and thus very air itself is traversed in its limitless dimensions by seemingly numberless airplanes which dart here and there, some landing while others rise as if from the cauldron of some giant to take their places. Seemingly such a great industrial organization could only be accomplished through many years of careful plotting and gradual expansion. But truly Kelly Field is a magical city. Less than two short years ago this



Lieutenant G. E. M. KELLY  
after whom Field is named

stretch of land whereon the Field lies was barren—only a few scraggly cotton-fields breaking the apparently interminable stretch of mesquite and cactus-covered prairie. But with the rolling up of the war clouds along the horizon, the great value of this strip of land as an aviation field was seen and the genius of America was called upon to quickly produce here in reality what at that time only existed in the dreams of our Army organizers. And to what extent American genius responded is evidenced by the results that stand today. Kelly Field, the largest and most efficient Aviation Flying Field in the United States, is a glowing memorial to the pioneers who dared not only to scheme and to plan, but to put these schemes and plans into execution. The story of its development is romantic and reads like a novel.

It was on April 9th, 1917, that four airplanes arose from the hangars at the old Remount Station (at present

Camp Travis), and after flying across the City, alighted on what is now Kelly Field. Their pilots were men well known in early Aviation circles, namely: "Eddie Stinson," a civilian instructor and a brother of Katharine Stinson, the world-famous aviatrix; Capt. Davidson; Capt. McDonald; Capt. Spotts; Lieut. Bagnall, and one other man whose name is not recalled. They made their landing in a cotton-field, an oasis amid a boundless stretch of waste covered by the prickly-pear cactus and mesquite. Tent hangars had been hurriedly erected there previously and in these the machines were stored for the night, while the men themselves made their beds upon the ground by the sides of their machines. This was the initial trip of airplanes to Kelly Field, but the actual formal establishment of the Field did not occur until May 7, when seven hundred men arrived. One week later, however, there were four thousand men on the Field. This was just a little over a week after the United States had taken her formal and memorable stand against the Hun and what he represented. Men came in at a rapid rate, and soon Major Dodd, of the Aeronautical Office in Washington, arrived to take charge of the definite organization of the Field. The contract for its construction was granted to Stone and Webster and with lightning-like rapidity the ground was cleared and almost as quickly as the cotton and mesquite disappeared there arose in their stead scores of buildings—hangars, barracks, mess halls, officers' quarters, warehouses, machine shops and all the necessary adjuncts of a first-class Flying Field.

The middle of October saw the Field crowded to its capacity and almost before it was realized by even those who had it in charge, it had dwarfed all former expectations and had become what they had hardly dared dream—the largest and best Flying School in the world. Even then its expansion did not stop, for as America's eyes became more and more widely opened to the task she had before her, the great importance of the Air Service was recognized as never before, and the

builders at Kelly were taxed to the utmost to provide accommodations for the rapidly increasing number of men. And until the signing of the Armistice, when the first rays of a victorious peace burst through the grim clouds of war, this never-ending stream of men continued to pour into the Field. Many passed on through the School and were transferred to still more specialized branches of training elsewhere, but many also remained at Kelly, and in the short space of time that has elapsed since the Air Service began its expansion, many departments have come to be recognized as absolutely essential which were entirely unknown and undeveloped in the early days of flying.

The expression "This man's army," so often heard and so often used in jest is no more truly vindicated and exemplified in any branch of the Service than in the Flying School, for the Air Service is a Man's Army in every respect and it demands and exacts a man's work from practically every one of its personnel. Kelly Field is a typical example of this. There are no drones here. Every man in the Field is a specialist in his line—trained in mind and body to perform tasks requiring unusual skill and accuracy. They are quick, active and alert, and take to their tasks with as much interest and pride as if their own and for their own benefit. Each and every man has his own work to do and probably in no other branch of the Service is one permitted to so assert his individuality as in the Air Service. Likewise his skill and his knowledge are laid bare by his own handiwork and he must prove himself or be quickly dispensed with. The personnel of Kelly Field is largely men of brain as well as men of brawn. Drawn from the walks of life where superior intelligence and personality mean everything, they constitute a huge machine, and from the intelligent conceptions of their fertile mentalities to the actual accomplishment and realization of their plans by the skillful application of their nimble fingers, they represent a marvel of engineering efficiency not to be equalled in any other quarter of the globe.

Very little information regarding the wonderful extent of the organization at Kelly Field has reached the outside world, but its wonderful efficiency as a Flying School attests the success of the methods in operation. Every man arriving at the Field is "trade-tested" by a board of experts maintained for this sole purpose. Examinations in fifty-three different trades are given by this board of experts in this number of vocations being required for the operation of the Air Service in its present stage of development. Each man as he takes his "trade-test" is classified regarding his degree of proficiency in any of these fifty-three trades with which he may be familiar. Card records of each man's "trade-test" are maintained and it is only the work of a few minutes for Headquarters to obtain a detachment of men for any particular line of work. Some of these vocational tests appear silly and useless upon the surface as a man's ability as a musician or comedian apparently has very little to do with his value to the Air Service. But men of this type are formed into units which provide amusement for those otherwise engaged, and thus play a valuable part in keeping up the morale of the Field, a vital necessity where proficient and highly specialized work is demanded.

Nor is Kelly Field of inconsiderable importance in the general scheme of Aeronautical development, for since its earliest conception it has been rated as a veritable "clearing house" for the other flying fields of the United States. Detachments are made up here for all other fields, and as fast as requisitions are received for men in certain lines of work, they are quickly filled from the ranks of the skilled specialists here awaiting assignment.

Kelly Field has always been a primary field. That is, it is the first field through which the Cadet passes when he leaves Ground School. And for this very reason, if for no other, it is of paramount importance. It is at the primary field that he is made or broken, for here he receives his first actual training as a flier. If his work in the primary field is well done he becomes that much more proficient in the higher periods of his training, such as pursuit, bombing and observation. And with this in mind it is readily seen that his primary training cannot be underestimated. When the Cadet arrives at Kelly from Ground School he is of course raw and inexperienced as a flier and his first experience in the air is on the dual stage, where he flies with an instructor, who teaches him the correct methods of handling a ship and later allows him to fly the plane himself, complimenting or criticizing as the case may warrant. From this stage he passes to the primary stage, where he receives his first experience at handling a ship alone, his maneuvering being watched from the ground and all points checked up either for or against him. It is on this stage that he first attains the self-confidence necessary to the successful piloting of a ship. It is here that he also first learns to execute successfully the spirals and figure eights and the correct methods of landing and "taking off." After he has mastered this work he is transferred to the cross-country stage, where he is trained in map-making, observation, sense of direction, navigation, etc. Next in order come the acrobatic stage and the formation stage, the former dealing with trick flying exclusively. This is extremely hazardous, but nevertheless must be undertaken and mastered before a prospective bird-man can hope to victoriously combat the wily Hun. Formation flying is also of the utmost importance, for in the ability to maintain these battle formations under stress sometimes may rest the success or failure of a raid or the beating off of sudden attack. Then, after some special instruction in radio telegraphy and signalling from ships in flight, the student receives his R. M. A. (Reserve Military Aviator) Commission, and is assigned to another more advanced field.

Kelly Field was named, after the prevailing custom, for one of America's pioneer flyers, Lieut. G. E. M. Kelly, 30th Infantry, U. S. A., who lost his life May 10th, 1911, just above the present Kelly Field when making a landing to avoid running into a tent filled with women and children.



Post Headquarters



WE KELLY FIELDERS take this means of expressing our heartfelt thanks to the valiant workers of the Red Cross, Y. M. C. A., Knights of Columbus, Jewish Welfare Board, American Library Association, Hostess House, Community House, Order of Masons and all others whose untiring efforts in spreading good cheer made our labors in this field a pleasure-hunt. In future years, when our minds wander back to the earnest efforts of all to render service to our country, the work of the above organizations and other friends will linger in our memory with a fragrance as refreshing as the rose.—THE BOYS

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INTERIOR HOSTESS HOUSE



INTERIOR Y.M.C.A.



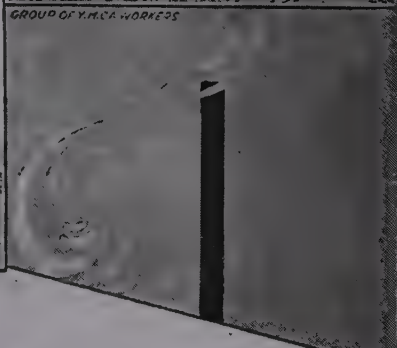
INTERIOR Y.M.C.A.



GROUP OF Y.M.C.A. WORKERS



JEWISH WELFARE BUILDING



LIBRARY

## THE KELLY FIELD Y. M. C. A.

**S**HORTLY after troops began to arrive in Kelly Field in the Spring of 1917 (then Camp Kelly), the Army Young Men's Christian Association established itself in their midst and was assigned a strategic site in the center of the long line of barracks to be built along the Frio City Road. On this site "Y" Building No. 3, the third to be authorized in the Southern Department, was completed in June and immediately became the club center for the several thousand new soldiers in the field.

From June until October all of the Y. M. C. A. activities were centered around Building No. 3 but when the lower field filled up with troops two large tents were pitched by the Y. M. C. A. and then the three centers provided the boys with all comforts until February, often as many as 5,000 men per day being accommodated in building No. 3 and 5,000 per day in each of the big tents. When Kelly Field No. 2 was opened, Y. M. C. A. building No. 72 was completed in that field and has been a popular club home for the men of the flying field since that time.

A total of twelve different centers has been maintained by the Y. M. C. A. on the two Kelly Fields. The largest number of secretaries serving at any one time was sixty-two, but over two hundred different men have served on the Kelly Field Y. M. C. A. staff since the beginning of its work. Among these men have been prominent ministers, bankers, educators, legislators, lawyers, physicians, accountants, farmers, editors, musical directors and a few trained Y. M. C. A. secretaries and physical directors. Mr. J. Z. Nebbergall, formerly one of the Secretaries of the Minneapolis Y. M. C. A. has served as Camp Secretary from the beginning, having complete charge of the direction of the Y. M. C. A. activities.

Since the first building was opened in June, 1917, the total attendance of soldiers at Y. M. C. A. centers on both Kelly Fields has been 3,858,917, a total of 3,421,276 pieces of mail matter have been mailed in Y. M. C. A. buildings, \$128,993.35 worth of postage stamps have been sold and money orders amounting to \$121,114.48 have been purchased by the soldiers. 1509 religious meetings have been held with an attendance of 265,139. Bible classes have been popular with 1064 Bible class sessions and an attendance of 26,603. Copies of the New Testament have been given to men who have desired them for personal use and 47,483 men have asked for and received a copy of the New Testament. The supreme decision to "accept Christ as Master of one's life" has been made by 3,635 soldiers. 23,495 visits have been made to men in hospitals and numerous errands and other bits of service done for them. 1476 entertainments, including motion pictures twice each week in each building, musical and dramatic entertainment provided by talent from cities and by the Kelly Field Entertainment Unit, Band, Glee Club and Orchestra, and many individual soldiers, have been given with a total attendance of 655,783. 255 educational lectures on subjects pertaining to the war and America's part in it or designed to help the men to be fit soldiers and fit citizens have been given to an aggregate audience of 77,310 men. Educational classes have been very popular. A total of 4,467 class sessions have been held

with a total attendance of 70,722. The subjects pursued have been such as Gas Engines, Radio and Wireless, map making, semaphore, Army Paper Work, First Aid, Homing Pigeons, French, Italian, Spanish, English, Mathematics, Bookkeeping, Stenography, Current Events, etc.

250,614 pieces of reading matter have been distributed and 106,182 books, provided by the American Library Association in splendid co-operation, have been drawn from Y. M. C. A. shelves. Athletics have been most popular with a total participation of 1,093,175, mostly in informal games and sports promoted by Y. M. C. A. secretaries in the early evening during the leisure time of the soldiers.

Y. M. C. A. No. 72 was first opened for business on November 8th, 1917. At its dedication, on November 13th, J. Z. Nebbergall, camp general secretary, presented the building and Major (now Lieut. Col.) H. B. Clagett accepted it on the part of the government. The address was made by Frank E. McGulre, now in Porto Rico. The Kelly Field Band played on that occasion but the first entertainment in the building was given by the Shriners' Band of a nearby city. The staff at the opening consisted of C. A. Hall, at present building Secretary of "Y" No. 204, Kelly Field, and E. B. Paisley, Stanton Smith and H. B. Fagan, all of whom are now in the U. S. Army.

One event of importance in the history of the building was the fire which occurred early on the morning of February 21, 1918. Only the efficient work of the Field Fire Department, and the strenuous exertions of the squadrons quartered nearby, who worked to save "their home," as they called it, prevented the frame structure from being totally destroyed. As it was, the building was doing business by noon the same day, and the repairs which were made rendered it one of the best finished and coolest of the "Y" buildings in the Southern Department.

Building No. 72 has served the whole Flying Department and has been open every day since its completion. In thirteen months the attendance has totaled over 4,000,000 men; more than 2,100,000 sheets of stationery have been used; \$14,000 worth of stamps have been sold; and \$41,000 worth of money-orders issued. Total attendance at public meetings and entertainments has been 112,000. Miss Margaret Wilson, Dr. S. D. Gordon, Gypsy Smith, Dr. Ira Landrith, and Mrs. Maurine Dyer-Willbanks are among the numerous speakers and entertainers. More than 14,000 books have been issued; 12,000 men have attended educational classes, and over 50,000 have taken part in athletic activities. Many Bible classes have been conducted, one of them running for nearly a year with hardly a single break. An unusual feature of the educational work has been a kindergarten for officers' children held for some months in one of the rooms of the building.

The present staff of the Flying Department's "Y" consists of: W. N. Wysham, building secretary; E. M. Highsmith, educational director; L. E. McKee, social secretary; W. L. Patterson, business secretary; and H. M. Manning, athletic director. Chaplains W. L. Hamrick and H. E. Waggoner also make their headquarters in the building.

## ACTIVITIES OF THE AMERICAN RED CROSS AT KELLY FIELD

**E**ARLY in March, 1918, the Red Cross thanks to the cooperation of the military authorities erected an office and warehouse adjoining the Main Hospital at Kelly Field No 1 from which supplies were distributed to the enlisted men of the camp. In June we erected and furnished quarters for twenty two nurses. Three cars and a truck were purchased and turned over to the hospital authorities and have been in continuous use for the past year being put to every possible service.

During the influenza epidemic it was our privilege to furnish any and all medical supplies or any necessities which were not promptly procurable through military channels that added to the comfort and care of patients. From our warehouse we have distributed during the past year 40,000 sweaters, 800 blankets, 12,000 hand basins, helmets, sheets, pillow cases, face masks, flannel chest protectors, towels, comfort kits, drugs, surgical instruments, chemicals, ice and hot water bag covers, hot water bags, ice caps, operating gowns, gloves, handkerchiefs, mosquito netting, paper napkins, pneumonia jackets, tooth brushes and tooth paste, urinals and wash cloths.

We have tried to rivet the connecting link between the soldier and his home in every possible way rendering all possible assistance to his family, such as the best of medical care, financial aid when checks for allotments and allowances failed to reach them, furnish at any time information regarding a soldier's family or in turn advise them of his whereabouts and condition. When illness or death at home necessitated the return of a man and he was without funds after a prompt investigation by wire as to the need for his return, he was provided with funds to make the trip. Letter writing between the soldier and his family with the co-operation of the Home Service Section of that particular community has greatly relieved the anxiety of both the ones at home and the man in the field. In many ways we have rendered prompt investigations and verified statements for the Army officials, this last, of course being strictly confidential.

We have tried to place in the hands of every man about to be discharged, a little booklet entitled "When You Get Home" advising him to immediately consult with the Home Service Section of The American Red Cross in his community, where he will receive the best advice on any of the following subjects: Allotments, insurance, compensation, Civil Rights bill, mortgages, loans overdue, back taxes and also help him secure a position.

It has been our pleasure and privilege to work with the military authorities at all times and our work will be carried on with the same zeal and thoroughness until the last man is home.

## KNIGHTS OF COLUMBUS WAR ACTIVITIES

When the Nation's Greatest Aviation Field was in its prime and the "Boys in Khaki," responding to "Everybody Welcome" sign

**W**HEN the importance of Kelly Field as an aviation station became manifest the Knights of Columbus War Activities, realizing the necessity of recreational buildings and amusement facilities, immediately began the task of constructing halls and providing facilities which would offer to the soldiers clean, comfortable shelter where-in to gather and enjoy themselves.

Large buildings were erected and equipped in "jig time" and soon the halls were filled to capacity with soldiers partaking of the hospitality of the K. C. Secretaries. Player pianos, victrolas, pool tables and games of all kinds are in the halls and their value is best attested to by the brave and noble men for whose benefit they are provided. Through the American Library Association and various other agencies complete and up-to-date libraries are maintained. The books, magazines and newspapers represent almost every publication issued in this country and the soldier looking for his "home-town" paper nearly always finds it in the assortment.

Identified with the initial accomplishments of the Knights of Columbus War Activities on Kelly Field is Father F. D. Coupal, a Knights of Columbus chaplain who in March, 1918, accompanied an arial squadron to France. It was Father Coupal who fathered the Kelly Field Orchestra in its infancy and co-operating with other noted musical leaders raised it to that prominence it now enjoys.

Jay Elmer Fox, a former general secretary of the K. C. War Activities on this field, now Divisional Supervisor of the Central Southern Department, is another worker who helped lay the foundation on which the war recreational service was built. The result of his efforts is evident in

the success of every hall in Kelly Field, as much of the system and many of the facilities were developed under his able supervision. As Kelly Field grew in importance in the military machine of this nation so did the Knights of Columbus War Activities within its boundaries grow and here the organization established its headquarters of the Southern Department.

At the close of the war H. G. Herlich was general secretary of Kelly Field, four buildings were open to the soldiers and the secretarial staff was composed of fifteen earnest workers. Julien P. Blitz, noted cellist and leader of the San Antonio Symphony Orchestra, being included in the personnel.

The Knights of Columbus buildings are open at all times and the "Everybody Welcome" sign is symbolic of the hospitality which reigns within. No distinction is shown and soldiers of all creeds frequent the halls. Gratories for the celebration of mass are a part of every building, being so constructed that they are only visible when used for services. A chaplain is present in every hall and aside from acting in a religious capacity assists in educational work and in arranging entertainments.

That the wonderful work of this organization has not ceased with the last roar of the cannon is shown in the plans for the conduct of an educational program in the camps, contentments and naval stations. These activities will give the soldier an opportunity to equip himself with either industrial or mechanical vocations. A survey for the purpose of determining to what extent the work can be carried on in the various camps, is now being made by the Knights of Columbus War Activities.



## THE JEWISH WELFARE BOARD AT KELLY FIELD

**I**N SEPTEMBER, 1917, the Jewish Welfare Board assigned Dr. G. H. Loewenstein of Cincinnati, Ohio, as its first official representative in San Antonio and the military camps adjacent thereto. The local organization of the Jewish people affiliated itself with the Jewish Welfare Board becoming the local branch of that organization with the purpose of providing recreation and entertainment for the soldiers, irrespective of creed or race. Club rooms were opened in the basement of the Gunter building and have continued ever since as the center of activities in the district. The officers of the Branch are: Morris Stern, Chairman, J. Karotkin, Vice Chairman, and Leon A. Baer, Secretary and Treasurer.

William Messer of New York City came to the district in March, 1918, devoting his attention to the men at Kelly and Brooks Field. He made his headquarters at the K. of C. Building at Kelly No. 1 and the little balcony of this building, which included his office and sleeping quarters, soon became a gathering place for the men of the Field. Religious services were organized by Mr. Messer at his headquarters and conducted by Rabbi Loewenstein until his departure. With the arrival of Mr. Bernard J. Stern of Chicago Ill. services in camp were resumed and held in the J. W. B. building at Kelly No. 1.

Melville Marx of New York arrived in April and established headquarters at Kelly No. 2 shortly thereafter. The very large number of men at the camp made it essential that a building be erected at the earliest possible moment

and since the lower Field contained the largest number of men the Jewish Welfare Building was erected at that place on the 1710 Road in August, 1918. Julius B. Gluck who had been stationed at Camp Bowie for some months arrived at the time the building was opened to take charge of activities in this district. His health failed him, however, and he returned to Fort Worth in October. B. J. Stern became affiliated with the Staff in August and in November took direct charge of the work on the Field.

Through the local branch, social entertainments were made a feature of the Jewish Welfare Board activities at the various welfare centers in Kelly Field and entertainments were also provided for the men who came to the city from camp.

The Jewish Welfare Board in the early part of November placed Mr. George W. Rabinoff of Hartford, Conn., in charge of its local district which included Kelly Field No. 1 and No. 2, at the same time assigning to these camps Joseph H. Mellen of Baltimore, Md., and Robert A. Hess of Milwaukee, Wis. In December, Louis Isbitz of Syracuse, New York, and Henry A. Strauss of Los Angeles came to the field, and carried on the work of the Board during the period of preparation for the demobilization. The Building with its home-like atmosphere, and its comfortable furnishings continued to prove an attraction to the men until the end. The religious services, the entertainments, and the personal contacts were maintained, while every effort was made to help the men in preparation for their return to civil life.

## KELLY FIELD HOSTESS HOUSE

**T**HE NATIONAL WAR WORK COUNCIL of the Young Womens Christian Association of America built and equipped the Hostess House, ready to open about the first of November, 1917. The great need of a place for women to meet the men they want to see; find rest and refreshment, where the anxious mother can be given comfort and encouragement, and where the soldier himself can find a comfortable chair by the fire, a quiet nook to read or write, a woman's welcome from the hostesses when he has no guest of his own; all these factors enter into the great idea of what the Hostess House stands for, the bit of home, and every boy finds a different word to express his appreciation of the service it renders. It is also an information bureau where answers are given to the most varied and surprising number of questions.

The following staff members opened the house: Miss Lucy Moore, director; Miss Hettie Wood, hostess, Miss Vilner, cafeteria director; Miss Nielsen, business secretary. On February, 1918 Mrs. Cora R. Slyer of Milwaukee the present director was appointed. Mrs. L. T. Reed began her work as associate hostess at that time and Miss Wood continued her work until fall. Mrs. Mildred Z. Bale was business secretary from February until October, followed by the present secretary, Miss Alice Floyd of Kansas. Mrs. Grace Clement and Miss Grace Swope have served as cafeteria directors and at present Miss Juanita Maxson is filling that position.

Before the officers' mess was built during the months of December and January, last year, 24,644 meals were served to the officers, civilians, and enlisted men in the Hostess House.

On May 25th, Red Cross Day at Kelly Field, it was estimated that about 15,000 people sought refreshments and

rest in the Hostess House. Military assistance enabled the staff to serve as long as food and soft drinks lasted.

June 18th marks the organization of the Kelly Field Glee Club, by David Griffin, Post Song Leader, and Walter Dunham, accompanist, two very capable men from Philadelphia. The club adopted the Hostess House as its official headquarters, and has given many very enjoyable concerts to large and appreciative audiences. The Hostess House has been very proud of its "foster child" and has called upon it many times to assist in programs and entertainments for special occasions.

During the hot summer months, the Hostess House, with its drawn shades to exclude the glare of the sun, its many electric fans, cool refreshments, and ice-cold "bubbler," attracted many weary and warm visitors, and soldiers who had time to stop long enough were refreshed. The approximate number of guests during any one month was 7,800 and 6,330 served in the cafeteria. At that time about two hundred of the number sought assistance or information.

As the Christmas Season drew near, many of the boys offered to assist in decorating the House and trimming the Christmas trees. Happy evenings were spent in making wreaths and festoons, popping and stringing corn for the trees. The cold weather prevented an out-door Christmas program and the hostess House was made the center of "Christmas Cheer." The orchestra contributed several bright and varied numbers and the Glee Club, after singing for the patients in the Main Hospital, gathered around the Christmas tree and sang old traditional Christmas carols. Refreshments of chocolate, cakes, and candy were served to all and when the last Season's Greetings were exchanged we felt that the final blessing on a busy and happy year had been received.

## AMERICAN LIBRARY ASSOCIATION

**T**HE KELLY FIELD LIBRARY under the management and support of the American Library Association stands out as one of the foremost in the country because of the personnel of the Field and of the use of the Library as a school for study and as a recreational center. In proportion to the population of the field, the percentage of reading has been greater than that in other camps.

Service began through small collections of books housed in the Y. M. C. A., K. of C., and Jewish Welfare Board Buildings. In March, 1918, temporary quarters for the Library were located in the Post Signal Office. This was during the period of construction of the Library building. Located in a most advantageous position on Headquarters Road, southeast of the Post Office and opposite the Main Hospital, the building attracts many men. In construction, it is a consolidation of the best found in other Camp Library buildings with the elimination of non-essential features. Two screened porches at the front provide for outdoor reading during the hot weather, while indoors electric fans make the building one of the coolest on the Field.

The entire collection, about 30,000 volumes, was acquired through gifts from the public and through purchases from funds donated to the American Library Association. Since the armistice was signed special emphasis in book buying has been laid on vocational material, the principle being that of providing books for the men who wished to prepare to re-enter civil life at their former occupations and for men who wished to enter new fields.

The work of preparing the books for use, putting them through the necessary technical processes has been handled by a staff of two trained Librarians assigned to this Field by the American Library Association and three enlisted men detailed to the Library by the Commanding Officer.

Harold T. Dougherty was the Librarian in Charge during the construction period and for some months thereafter. Dewey C. Wayne was Acting Librarian during September, 1918, and Assistant Librarian from October to the present time. Nathan B. Levin was assigned as Librarian in October and has been in charge to date.

A special feature of the work at this Field is the delivery of books by automobile to outlying barracks in Kelly Field No. 2 twice a week, several hundred books being taken and distributed from the Library auto. This feature of the work has attracted wide publicity among the Librarians of the country.

During the war period ending with the signing of the armistice the main classes of books used were military science, aeronautics, and general technology. Peculiarly the men on Kelly Field are attracted by various authors on Psychology, especially those of an inspirational nature. The percentage of fiction reading is much lower here than in civil communities of the same population. The total circulation from April through December, 1918, was 97,500 volumes, about 50% being non-fiction. The banner month was in April when there were nearly 40,000 men on the Field. Since October an average of a book a man has been maintained.

It is perhaps not unfair to say that the Library has become a big factor in the Welfare Service of this Field. This was especially noticeable during the two quarantines in October and November when more than 2,000 books were used in the hospitals alone while 15,000 books were read by men who were forced to forego the pleasures of the city.

To the citizens of the near-by communities and to the Commanding Officers of Kelly Field special thanks are due and if any one on the Field or who has left the Field is especially grateful to Kelly Field Library for any service rendered him, he must not forget that back of the organized Library Service stood the civil and military population of the country.



Sgt. H. L. COLEMAN,  
Amusement Director



Miss D. COLTRANE,  
House Director

### THE COMMUNITY HOUSE

"This building was put up by the citizens of San Antonio for the use of men in military service as an expression of appreciation for the services they are rendering our country. It is hoped that here may be formed many pleasant and lasting friendships."

That the citizens were sincere in the dedication of the Community House is proved by the splendid equipment they have provided and by the hospitality they extend. The men in uniform are welcomed to their own home where

they may meet pleasant people socially, may keep in touch with home folks by making use of the writing rooms and supplies, or may find a quiet corner with a favorite book.

The Community House, through its various social and entertainment features has proved to the men that the War Camp Community Service of which it is a part was in earnest when it put out the campaign slogan, "Keep 'em Smiling."



Meeting of National W. C. C. S. Workers at  
Community House, Feb. 1919.



South San Antonio War Camp Community Service Home—Mrs. A. Shand, Director

**T**HE seven wonders of the world have long held a place by themselves, but as in a great many other ways, the War just ended has brought forth another and even greater one that will be handed down from generation to generation by all the men of Kelly Field as holding the brightest spot in their memory.

This newly arisen wonder is The Soldiers' Country Club, situated just outside the Field, in South San Antonio. When the men began to arrive in large numbers and when off duty found the time "heavily on their hands," there suddenly arose, as from the rubbing of Aladin's Lamp, a little home where they could go to write their letters, meet their friends and spend a pleasant evening.

At first it was only an experiment—this turning of a large Real Estate Land Office into a meeting place for the soldiers—and the War Camp Community Service was a bit doubtful of its success. But a mind was found that thought different and into the midst of Uncle Sam's Khaki Clad men came Mrs. A. Shand.

To her belongs the credit of making the Soldiers' Country Club a success and every man leaving Kelly Field will cherish a lasting memory of the place he could call home whenever he entered its doors. By hard work on the part of its Hostess and her sister Miss Blaschke, this Club,

which started in July, 1918, has gradually had improvements added until now it is all that could be desired.

A large glassed-in veranda capable of being used as a dance room, extends across the front of the building. At one end is a large fire-place around which the boys gather every night to read, smoke and swap news. Large easy chairs, writing tables, shaded lights, a victrola and piano make it near home. Just off the veranda is a large room where the boys can get coffee, sandwiches, pie and doughnuts. Off from one side of this room is another little room for private parties and directly across is a pool table that is always in use.

One of the particular and most noticeable features of this Club is that there are no doors except the front ones and they are always open.

This Club had the distinction not long ago of entertaining at a luncheon the Delegates to the first War Camp Community Service Convention ever held in the United States and as usual they left with the sense of having had one of those times not-to-be-forgotten.

Now that the boys are coming back from overseas the Club has arranged to have frequent entertainments for convalescent soldiers in the Main Hospital.

The word "Formality" has been taken out of the Club's Dictionary and the motto reads—"A FIREPLACE A HOME."

#### The Information Bureau of the War Camp Community Service

This department of the War Camp Community Service has been of inestimable value to the men in uniform. The main office, situated in Alamo Plaza before the historic Alamo, is under the direct supervision of Miss Edith Foster with the Misses Rummell as her able assistants. From this office the officer, enlisted man, and civilian is furnished information regarding furnished rooms, apartments, or houses, gratis. Investigation is carefully made before an apartment is listed.

Information regarding trains, street cars, the different camps; in fact information of all kinds is given for the asking. At each of the stations is a booth with a competent person in charge who will arrange accommodations for those leaving or arriving. Every train, going or coming, is met by some member of this service who gladly extends all the help and courtesy possible.



JUDGE WM. M. PARDUE

MR. EARL MCLOUD

### Christian Science War Relief Work at Kelly Field

**A** SHORT TIME after Kelly Field began to receive troops in 1917 the Christian Scientists of San Antonio opened a spacious and attractive Reading and Rest Room in the City for the soldiers. Later in 1917 the Board of Directors of The First Church of Christ,



Scientist in Boston, organized the Christian Science War Relief work in all the Army camps and Naval stations in this country and abroad, and placed Mr. Paul A. Harsch in charge as chairman, and Mr. Arthur J. Wallace as his assistant. Mr. Fred W. Indermille, of Dallas, was made chairman for Texas, and a local committee consisting of Judge William M. Pardue, Mr. Ira L. Ruple and Mrs. Lee A. Strohm were placed in charge of the work in all the Army camps near San Antonio. Mr. Earl McClellan then connected with the San Antonio Light and First Reader of the local church was assigned to duty as War Relief Worker at Kelly Field, serving until May 1918, when he was transferred to duty to Minola, Long Island. Judge Pardue was appointed to take Mr. McClellan's place at Kelly Field, and Mr. H. N. Timolat succeeded him as chairman of the local committee. Messrs. Lamm A. Gregory and Lloyd Whitnes, of Lincoln, Neb., Robert A. Wood, of Houston, and Harry K. Filler, of Youngstown, Ohio (since appointed Chaplain in the Army and now in the service with the overseas forces) have also done Christian Science War Relief work at Kelly Field.

Permission was obtained from both General Holbrook, Commander of the Southern Department, and from Colonel Quackenbush, Commander of Kelly Field to build a Christian Science Welfare building on Kelly Field and a site was designated for that purpose, but an order by the Secretary of War issued prohibiting any other civilian buildings in Army camps prevented the carrying out of this plan. While the Christian Scientists could not have a welfare building, their workers were shown every kindness and courtesy not only by the officers and men of the Army, but by the Y M C A., secretaries and all the other workers on Kelly Field, and a fine spirit of cooperation was evidenced on all sides. The worker has had quarters at Y M C A. Hut No 151 since last October.

## AVIATION'S CLIMB

**T**HE magical development of aviation deserves recognition as one of the most remarkable achievements of the age. Automobiling it is true, had also a remarkably rapid growth in popularity, once officially recognized as plausible, but when the great cost of experimentation in aviation is considered, aside from the element of personal risk, the steady advancement from a stage of delicate experiment to one of scientific accomplishment is indeed worthy of the world's plaudits.

Although private experimentation had been going on along various lines of aeronautics for some years previous, no Government had ever regarded aviation as feasible or of any important military value until the United States Signal Corps began making exhaustive tests and trials with heavier-than-air machines in the early part of the 20th century. Even at that time the United States Government was too skeptical to invest much money in the exploitation of this new branch of warfare, and confined its experimentation to the making of trial flights with civilian pilots. In these early days flying was of course largely a matter of conjecture. There were few fixed rules or stereotyped axioms as to the handling or behavior of an airplane under various conditions and natural stresses. Therefore, in these first feeble efforts at the conquering of the air many men laid down their lives in vain efforts to prove their contentions or to learn more about the various tricks of air currents and the way in which to avoid them.

Some of the attempted explanations and arguments pro and con concerning aviation which were published in these early days are interesting and show beyond doubt that the pilots of that time were giving serious thought to the difficulties encountered and to methods of overcoming same. Claude Grahame-White the pioneer British flyer wrote a book on aviation early in the year 1911 in which he made reference to "air pockets" and in which he admitted that only exhaustive experimentation would solve the problems of flying. In this same volume he cautioned pilots against taking unnecessary risks by submitting their machines to "undue strains."

From 1911 to 1916 many fatalities occurred. The first member of the United States Army to lose his life in an airplane accident was Lieutenant Thomas Selfridge who was killed while flying with Orville Wright at Fort Meyer, Virginia, September 17th 1908. At this time America was taking her first steps in aviation. Had she continued her efforts there is no doubt that she would have been a leader in aeronautics when the world was engulfed by the flood of an apt pupil subservient to the teachings of the Allice. However, lack of public interest and a consequent lack of funds, prevented this Government from developing the Air Service as it should have done, and in 1912, France, always

Christian Science services have been held regularly on Sunday at both Kelly Fields in Y M C A. Huts and at the headquarters of the A S M S. and the Cadet Wing School building. A Reading Room was also maintained in the last named building, where all authorized Christian Science literature was provided for the use of the officers and men. This literature is also furnished the A S M S.

The War Relief work of the Christian Scientists at Kelly Field has consisted in ministering to the spiritual and physical needs of the men, and has been much appreciated by them. Through the local and National Christian Science Committee Forwarding Committee many knitted garments were furnished, as well as bath robes for patients in the hospital. Through committees in the various cities and towns throughout the country the workers were able to adjust many problems for the bereaved and their families which were left unsolved at home and thus aided in a large way to maintain the morale of the Army.

Until some time after the signing of the armistice more than forty thousand copies of The Christian Science Monitor—an International daily newspaper—were distributed free of charge every day in the Army camps in this country and abroad, and Kelly Field received a generous share of them.

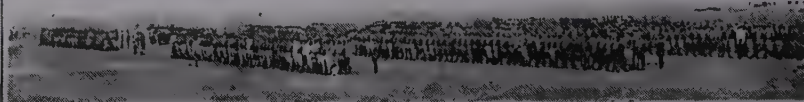
Every officer and enlisted man who was interested in Christian Science was presented with a copy of Science and Health with Key to the Scriptures by Mary Baker Eddy, and also a copy of the St James version of the Bible.

The Christian Scientists did not receive money from the various drives for War Relief funds, but contributed themselves over one million and a half dollars for War Relief work in the Army and Navy and also for the relief of the people made destitute in the war stricken countries of Europe and Asia.

an interested spectator forged ahead with an appropriation of \$5,000,000 to put the Air Service in that country on a practical basis. From that time on France far outdistanced America, and Great Britain later did the same, but the fact still remains that had it not been for America's pioneer experimentation the wonderful success of the other nations in the air would have been impossible of accomplishment.

But even with the wonderful strides that were being made, a great handicap still existed in the unconquered "tail-spin" the queer and unexplained antic which caused the death of so many experienced flyers. Again it remained for America to step forward, explain the existing difficulty and effect a remedy. This was accomplished in 1917 when Mr. Sperry, the instrument maker, in an article on the subject explained the cause of the tail-spin and the way to avoid it. He also explained how it was possible to come out of a spin in safety. After this pilots in general realized that the epoch of uncertainty in aviation was past, and from that time to the present flying has increased by leaps and bounds. Shortly after Mr. Sperry's article was published Major John McDonnell in charge of the Government Flying Field at Rantoul, Ill. began a course of instruction in the tail-spin and today pilots with little experience are every day executing it successfully and with little danger.

Even until the latter part of 1916 the United States Army had but twelve pilots. When the Armistice was signed in November 1918, the U S Air Service contained over 9000 qualified flyers, in addition to scores of bombers, photographers and observers. Thus is seen at a glance the remarkable development of the Air Service for the rapid strides that were made by America were only similar to those made by the other great powers of the world. With practically nothing to build on this Government alone developed in little more than a year one of the greatest of modern sciences. In this development much of the credit must be given to the civilian instructors—men who early in the great game of aviation had staked their all on the success of their dreams and who, now that the opportunity came to realize their greatest ambitions, threw away both money and national prominence to answer their country's call in her hour of need. Their work stands today as a growing monument to their patriotism and self-sacrifice. No more hazardous occupation was ever undertaken by man than the gradual instruction of raw recruits and their moulding into Air Service pilots by these heroic civilian pioneers of aviation. All honor to them therefore, the men who first opened the eyes of the world to the possibility of air travel and who laid by their own efforts, built from the flimsy structures of pioneer aviation one of the greatest and most valuable scientific achievements of modern times.



KELLY #1 REVIEW



INSTRUCTORS

820<sup>th</sup>  
AERO  
Squadron



MISCELLANEOUS

Squadrons  
Group





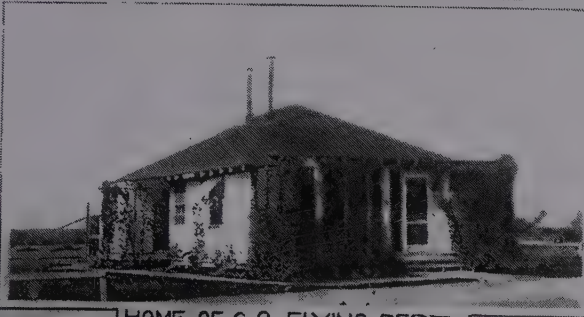
FLYING DEPT. & REVIEW



HOME OF COMMANDING OFFICER



BRANCH HOSPITAL STAFF, FLYING DEPT.



HOME OF C.O. FLYING DEPT.



## PANORAMAS OF



KELLY



CONCENTRATION



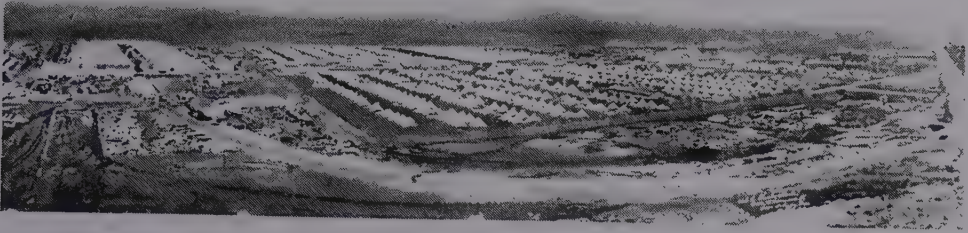
(35,000 Kelly Fielders in this group)

LIBERTY LOAN



RED CROSS

## KELLY FIELD



FIELD



BRIGADE



REVIEW — (April, 1918)

PHOTO BY STEELE



GALA DAY



# KELLY FIELD STATISTICS

## Commanding Officers of Kelly Field

BOWEN, THOMAS S., Capt. S. C., J. M. A.  
 COOK, SETH W., Capt. Cavalry.  
 TAYMAN, CHARLES E., Colonel, Infantry  
 CHASE, WILSON, Colonel, Infantry  
 CHITTY, WILLIAM D., Colonel A. S. S. C.  
 DUNCAN, THOMAS, Lieut. Colonel A. S. S. C.

QUACKENBUSH, G. V. S., Colonel A. S. S. C.  
 FECHET, J. E., Colonel S. C.  
 GILLMORE, W. E., Colonel A. S. A.  
 CARBERRY, JOSEPH E., Lieut. Colonel A. S. A.  
 CLAGETT, H. B., Lieut. Colonel A. S. A.  
 PRATT, H. C., Colonel A. S. A.

## Post Executive Officers of Kelly Field

DUNCAN, THOMAS, Lieut. Colonel  
 DANFORTH, Lieut. Colonel, A. S. S. C.

GRAHAM, HARRY, Major A. S. S. C.  
 WHITE, J. M., Major S. C.

## Commanding Officers Flying Department of Kelly Field

COOK, SETH W., Major  
 WILBURNE, ARTHUR E., Major.  
 FERRON, PAUL, Major  
 HEARD, JACK W., Major

DEUEL, THORNE, Major  
 BRANT, G. C., Lieut. Colonel  
 HIEFFERNAN, L. G., Major.  
 CLAGETT, H. D., Lieut. Colonel

## Post Adjutants of Kelly Field

WHEELER, S. H., Capt., S. C., J. M. A.  
 WALSH, R. L., 1st Lieut. Cavalry.

VAN NOSTRAND, P. E., Major Infantry.  
 GRAHAM, HARRY, Capt. A. S. S. C.

WHITE, J. M., Major, S. C.  
 AUSTIN, Captain A. S. M. A.

Kelly Field was organized in May, 1917, with the following Organizations.

THIRD AERO SQUADRON:  
 Capt Thos Bowen, S. C. J. M. A., Commanding Officer, 148 Enlisted men  
 FIFTH AERO SQUADRON  
 Capt Carl Spatz, S. C., J. M. A., Commanding Officer 148 Enlisted men  
 PROVISIONAL AVIATION SCHOOL SQUADRON.  
 Capt. Seth W. Cook, Cavalry, Commanding Officer 3428 Enlisted men

Number of Officers in Kelly Field since May, 1917	5,182
Number of enlisted men	197,468
Greatest number of arrivals in one month was in December, 1917, Officers	1,289
Enlisted men	32,812
Greatest number of departures in one month of Officers was in April, 1918	665
Greatest number of departures in one month of enlisted men in January, 1918	15,365
Largest number of organizations formed in one month	67 in August, 1917
Largest number of organizations to depart in one month	66 in December, 1917.
Greatest number of enlisted men in Kelly Field in one day:	36,898 December 25, 1917
Greatest number of Officers in Kelly Field in one day	1,695 January 31, 1918.

25,000 men were interviewed by Trade Test Board in December, 1917.

On November 2, 1918, 1,629 men were employed in maintenance and operation of this Post.

On November 1, 1918, there were no officers in this Post unfit for overseas service and only 90 enlisted men so unfit.

On March 18, 1918, 108 ships flew a total of 1,033 hours in 12 hours

## Flying Hours since May, 1917

Total Hours Flying Primary School	124,664 hrs 26 mins.
Total Hours Instructors School	29,211 hrs 36 mins.
(Discontinued September 5, 1918)	
Grand Total since school began	153,876 hrs 02 mins.
During 1918	
Total Hours Primary School	120,011 hrs 35 mins.
Total Hours Instructors School	28,294 hrs 30 mins.
Grand Total for 1918	148,306 hrs 05 mins.
Record Day	
March 18, 1918, Hours flown	1,033 hrs 29 mins.
Number of Cadets and Student Officers graduated	1,562
Number of Officers killed in airplane accidents	12
Number of Cadets killed in airplane accidents	14
Civilian Instructors killed	1

## Acreage of Kelly Field:

No. 1.....	430 Acres
Flying Dept.....	1576 Acres
Total.....	2006 Acres



## PERSONNEL

**E**FFICIENCY has been the big watch-word of the U. S. Army during the present world struggle. Tradition has been thrust aside and the greatest minds of this generation have been set to work to devise new schemes, new systems, new inventions, new ideas. "Army Regulations" with its time-worn provisions is now so cut and slashed that a copy with "down to date" changes, looks like grand mother's book of successful recipes.

Never before have the health, comfort and morals of the army been so carefully and scientifically guarded as during this war. The results surely testify to the great wisdom of the system which has been so thoroughly studied out and maintained.

During the last few years there has been a growing interest in the belief that men, women and children were not all created with the same tendencies, temperaments and aptitudes. What has been the result? School children are being segregated as to fitness for particular studies. Pupils who are apt in the study of mathematics, for instance, are poor in spelling. For this reason mass training is rapidly disappearing and methods of a more individual nature are being substituted.

Men and women are being picked for pursuits in which they are especially qualified. The old saying "They spoiled a good blacksmith to make a poor preacher" is fast becoming less a proverb.

This is all preliminary to a few remarks in connection with a word which, like the word "camouflage" has come into almost universal usage in the last two years. This word is "personnel." What is "personnel?" For the purpose of this short article it may be defined as a system of individual or personal selection. Personnel work has been officially recognized by all branches of the U. S. Army, and by this system both officers and enlisted men are being selected for duty according to their qualifications. No longer are men herded together en masse and distributed by the dozen or hundred. Their qualifications are recorded and they are selected individually for particular duties.

The Air Service could not possibly exist with any degree of efficiency without a well developed personnel system. Perhaps few people in or out of the army realize that there are more than 60 different trades required in the Air Service as now constituted. How could efficiency be expected if tailors were forced to do blacksmithing and truck drivers should be made to act as sergeant major. And yet one of these is quite as important as another.

In order to aid in a speedy selection of the right man for the right place, a very complete system has been devised, and has been enlarged to include every phase of work connected with the individual soldier—both officer and enlisted man.

Kelly Field is in the foreground in this matter of personnel work. Thanks to such able and efficient officers as Major C. H. Maranville, Captain Harry V. Hand, Captain Homer B. Love, 1st Lieut. E. F. Wiebholz, 2nd Lieut. Stanley Corlman, 2nd Lieut. George A. Clark and others, together with a most efficient corps of non-commissioned officers, this work has been brought from chaos to near perfection.

There are many phases of personnel work. It starts, for the enlisted man in the Receiving Station where the first important physical, mental and psychological records are made. Then comes the Trade Test Section where the soldier's trade and professional qualifications are recorded, based on actual experience. This information is placed on specially prepared cards, where it is available at a glance.

The Assignment Section is given the responsibility of filing these cards in such a way as to show the exact location of each soldier, and data as to the particular "special duty" of each is also shown. If there is a demand for telegraphers, stenographers, clerks, chauffeurs or what not, the men can be located in less time than it takes to explain it here.

Other phases of personnel work are the Locator System for recording the changing location of each soldier in connection with the distribution of mail; the Insurance and Allowment Section where all matters of this nature are handled, and the Correspondence Department where correspondence on matters of interest to the individual soldier is handled.

There has been no development among all the new ideas established during the present war which has been of greater value to the service than this system of Personnel Work.

## RECEIVING STATION

The "Receiving Station," located opposite Post Headquarters later running on reverse gear as the Departure Station presided at two great events in the Kellyite career—coming in and going home. There it was that the rookie crop for the summer of 1918 was put through the mill and initiated with pomp and ceremony into Kelly Field, and it was there that the silver chevron heroes received their passports home under demobilization orders.

The Receiving Station was organized in August 1918, by consolidating various recruiting departments, formerly under the commanding officer of the old Recruit Division. The establishment of a single complete recruiting system was placed in charge of 1st Lieutenant Harold F. De Lacour, Assistant Personnel Adjutant, and made a Headquarters Branch under the Post Personnel Office.

Under the direction of Lieut. De Lacour and his assistants the organization was modeled along the lines of the latest and most efficient recruiting systems in this country and was put into immediate operation handling all arrivals at Kelly Field. The plant had a capacity of approximately 1000 men per day.

Recruits were received at the train and started at one end of the Recruiting machine in their civilian clothes passed from desk to desk through four main department rooms, and turned out at the other end of the building fully uniformed and equipped with enlistment papers complete, at the rate of a man every thirty seconds. The entire enlistment process was traversed by each recruit in about forty five minutes.

In that period the recruit was passed through a Record Department, a Medical Department, in charge of Capt. H. C. Lloyd, M. C., Chief Medical Examiner; a Quartermaster Department, where the recruit was fully uniformed and equipped; and, last, the Insurance Department, where his insurance papers were made out, thus completing the "soldier."

Lieutenant De Lacour was assisted by 2nd Lieutenant Chandler Trimble, in maintenance and systematizing, and by an additional staff of officers detailed for special duties.

When demobilization of the field was started the Receiving Station became the Departure Station, and the Operations Office, in charge of 2nd Lieutenant Leon C. Cox, was incorporated into the system as the Operation Section, in charge of transferring Detachments to other stations for discharge.

## LIAISON, INFORMATION & CASUALTY OFFICE

These three offices at this time are under the direction of Lieutenant H. J. Rinn, having been assigned to him at different times. The Liaison office was created March 10, 1918, to facilitate communication between the Commanding Officer of Kelly Field and the Commanding Officer of the Base Hospital, Fort Sam Houston, and to look after the welfare of the officers and enlisted men of Kelly Field who were confined in the Base Hospital. Lieutenant Rinn was made Liaison Officer when the office was created and has held the office until the present time. He has proved very efficient and is highly praised by officers and enlisted men whom he has helped. The Liaison Office also picks the attendants for deceased soldiers.

The Information Office was under the supervision of Lieut. G. A. Simmerman until May 22, 1918. Lieut. Rinn was assigned as Information Officer on that date, having been Asst. Information Officer until that time. The Information offices were located, one at the Main gate, one at the South San Antonio gate and one at the entrance to Post Headquarters. The duties of the men at these information desks were to supply any one with information as to the location of officers, officers and to act as a guide to any one visiting the field. The offices also handled the pass system of the field.

The Casualty Office has been under the direction of Lieut. J. Q. Wells, Lieut. Bruce Cleveland and Lieut. Rinn, respectively. The duties of this office were to keep the records of all soldiers who died on the field before they were assigned to a company or squadron, and to see that all these records were properly closed after the soldier's death.

## THE AIR SERVICE SUPPLY OFFICE

**T**HE present Air Service Supply Office was instituted under the name of the Signal Corps Supply Office by Southern Department order about June 20, 1917. Major R. F. Scott, Jr., then a captain, being appointed Supply Officer. At this time there were only about five or six established squadrons on the field whose duties primarily consisted of maintaining and repairing the airplanes used for training purposes. The First Aero Squadron, which was stationed at Columbus, New Mexico, subsequent to their entry into Mexico with the Punitive Expedition, received orders for overseas duty, and was directed to dispose of its surplus and obsolete supplies to Kelly Field. This shipment, however, was actually received and unloaded from the freight cars before the order instituting the Supply Office had been issued. The first duties therefore, of the Supply Officer were directed towards concentrating in one place all supplies—a tremendous proposition when one considers how long the field had been in operation without a Supply Officer. Major Scott sought the services of some person familiar with conditions. In this respect he was successful in securing M. S. E. James MacFadden, a pioneer in the aviation section of the army.

There was not an office on the field that had not been occupied, nor was there a storeroom in which to deposit all of the surplus material that was rapidly accumulating. A condemned tent was provided, and the first Supply Office on Kelly Field came into being on the spot where the Trade Test buildings now stand. Steps were taken at once to have a modern office and warehouse constructed, but it was not until the early part of August that this step towards security was finally realized. In the meantime, the question of organizing personnel for the work in hand had to be considered, and Major Scott personally interviewed each man who was ultimately selected for duty in the Supply Office. The result of his endeavor in choosing the men who later made the Supply Office a by-word of efficiency on Kelly Field and at other fields, speaks volumes for his wise and well directed policy. Having chosen his personnel he proceeded in accordance with orders to organize the Second Supply Squadron the name of which was later changed to the 112th, 63rd and 8th Squadrons, respectively.

During this period of organization the work of other departments on the field proper was continually increasing and the Supply Office felt this heavy burden in the form of lengthy requisitions for supplies, which were not carried in stock and which could not be purchased locally by the Supply Officer because he was not invested with the power of local purchase. This necessitated transferring all requisitions to the Aviation General Supply Depot, a circumstance which unfortunately delayed measures. However, after presenting this problem in the proper light, local purchase power was granted the Supply Officer; and this authority, properly applied, succeeded in overcoming some of the former reverses and facilitated to an incalculable degree in the future business of the office.

With regard to the administration of the Purchasing and the Disbursing Departments much credit is due Captain George V. Rotan and Lieutenant Finckh and Graham for their splendid work and efficient leadership.

The period from August to December 1917, was the busiest in the history of the office, as the personnel of the field during this time expanded from four thousand men to forty thousand. This fact confronted the Supply Officer with a serious problem in the form of maintenance of

buildings, roads, water systems, fire protection, sewerage disposal, lighting systems, etc. To combat this difficulty a Maintenance Department was created, and there is no doubt but that this organization paved the way for the easy handling of troops, by providing ways and means looking to their comfort. The Maintenance Officer, Captain C. W. Connell, and his assistants performed all the work coming under their jurisdiction with efficiency and dispatch.

The period covered up to this time embraced also problems regarding the operation and maintenance of transportation. This link in the supply system was organized almost as soon as the Supply Office itself, and placed under the immediate charge of Captain C. A. Reid who was later succeeded by Captain Jack Dublin. The immensity of the transportation features of supply administration was discovered to be an important factor during the time of the "rush" in December, 1917 and January 1918. The number and different types of trucks, however, did not prove to be an advantage from a business standpoint on account of lack of standardization.

It must not be forgotten that during this entire period of development flying time was rapidly increasing, and that this one problem of supplying material to maintain the ships in constant operation presented the Purchasing, Stock, and Warehouse Divisions of the Supply Office with sufficient work to keep them operating both day and night. A system however had been founded and maintained by steady thought and constant application so that by the end of January, 1918, the situation was fairly well in hand.

Then began the period resulting in the dispatch of organized squadrons for overseas duty, so that by the fall of 1918 the rush of business had practically ceased. This gave the Supply Office a chance to recover, and plans were immediately put under way to effect a standardization program to meet future emergencies. The opportunity came late in October 1918, when word was flashed to the Supply Office that twenty five thousand men were scheduled to arrive at Kelly Field on or about November 25th. At once consultations were arranged with the Commanding Officer of the Concentration Brigade, Major S. S. Hanks, and a complete system of supply standardization was evolved for the equipment of the Brigade. To the credit of the "Yanks," however, the Armistice was signed on November 11th, and these plans were abandoned.

Following this came the demobilization period which involved the return of an enormous amount of property to the Air Service Warehouse, but due to the efficiency of all departments of the office little difficulty was experienced in taking care of this work.

In December, 1918 information was received from Washington that a new system of property accounting would become effective on January 1, 1919. Instructions covering the installation of this new system were received, and immediate action taken to facilitate and expedite its installation. That is the system which the Supply Office is operating at the present time, and is from a statistical view point the end of its history.

It is impossible in this all too brief review of a subject so closely identified and allied with the historical and physical development of Kelly Field to mention individually the officers and men who have been associated with the Supply Office. It is sufficient to say however, that they have done their work well even in the face of the most serious obstacles, and performed a duty in the Great World War that will be long remembered.





**Commissioned Personnel of Camp Supply Office**

**T**HIS office is divided into four branches of operation and includes the Transportation Office, the Finance Office, the Subsistence Branch and the Property Branch.

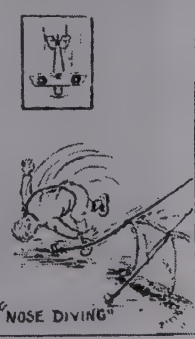
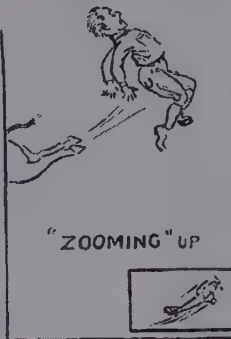
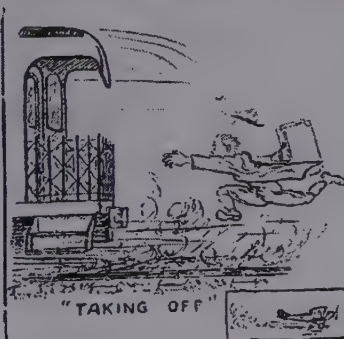
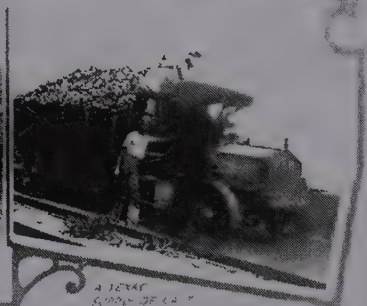
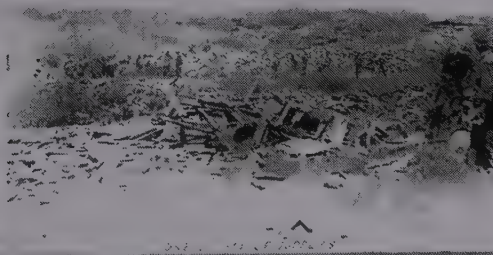
The Transportation Office at Kelly Field, under the direction of Capt. H. W. Hartmann, Q. M. C., was officially opened on November 16th, 1917, by 1st Lieut. Geo. W. Rupp, A. S. (M. A.) Immediately after the office opened it began the shipment of organized Squadrons and from that time until the present the office has forwarded 80,000 men, as follows: 41,000 in organized squadrons, 36,000 in detachments and 9,000 casuals. Of the above number 2,200

were officers. The office has also handled 5,200 in bound and 781 out-bound carloads of freight. The officers in charge at the present time are: Capt. Geo. W. Rupp, S. C., and 2nd Lieut. W. R. Godley, Q. M. C.

The Finance Office, under the immediate charge of Capt. John W. Elliott, A. S. A., as Finance Officer, and 1st Lieut. Arthur W. Kidd, Q. M. C., as Disbursing Officer, has been one of the most active departments in the Office of the Camp Supply Officer, disbursing since September, 1917, upwards of four million dollars as pay of Officers, Ration and Savings Accounts, Subsistence, Burial Expenses, etc. Two commissioned officers and sixteen enlisted men carry on the work. Five enlisted men of this Office have been commissioned from the ranks, while five others were sent to the training school at Jacksonville, Florida, and were ready to be commissioned when the Armistice was signed.

The Subsistence Branch, under the direction of Lt. B. H. Pake, 1st Lt. Q. M. C., Subsistence Officer, consisting of 20 enlisted men, has taken care of 6,697,228 Garrison Rations amounting to \$2,735,874.81 and 15,490 Travel Rations amounting to \$5,654.39. This makes a grand total of \$2,743,929.20. Over 3,400,000 pounds of bread have been produced by the Post Bakery, and handled through the Subsistence Branch, to a value of \$137,958.35. Over two and a half million pounds of beef and fifteen and a half million pounds of ice have also been used.

The Property Branch, under the direction of 1st Lt. Raymond Dunavant, A. S. A. and 2nd Lt. W. B. Halbig, Q. M. C., consisting of 60 enlisted men, has issued at this Post material to the value of the following: Clothing, \$9,600.00; Equipment "C" (other than clothing), \$5,800.00; Camp Equipment, \$3,750.00; Gasoline, \$879.00; Oil, \$29.30; Greases, \$18.00; Wood, \$225.00; Coal, \$22,000; Kerosene, \$31,200; Fuel Oil, \$30,000; Forage, \$11,000.





## THE QUARTERMASTER CORPS

**N**O HISTORY of Kelly Field can be judged complete unless it devotes a considerable space to the achievements of the Quartermaster Corps. The great effort that this great Field put forth in the World's greatest struggle could not have been successful without the aid of the Quartermaster Corps Detachment. There was no time during the period of the War, even when Kelly Field was training 30,000 men for overseas service, that this branch of the Army did not prove equal to the task.

In June of 1917, Camp Kelly, as it was then called, consisted of 20 small tents, three officers' barracks, and three barracks for enlisted men. Captain Hardman, now Major, was then in command of the small camp. It was on June 16th, 1917, that the first contingent of 22 volunteer Quartermaster men arrived by truck from Fort Sam Houston. This small body of 22 men was the nucleus of the great detachment—great, indeed, for the work it was to perform in the months succeeding. There were no barracks to receive them; so a number of small tents were thrown up for quarters. They had no mess hall and had to mess with the nearest organization. It was under these trying conditions that the Quartermaster Detachment plunged into its new work, with the spirit of vim and energy that made all its future work successful. Building operations were started soon after and in a short time the building known as the Commissary was erected, and here the Quartermaster Office was located. About this time, thousands of men passed through the receiving headquarters, and the Field grew and grew, increasing rapidly. Kelly Field was rapidly becoming the largest Aviation Field in the United States. With the growth of the Field, the Quartermaster Corps kept growing. Numbers of men came in from Fort Sam Houston, Camp Joseph E. Johnston, Florida, and Camp Travis, and men were even transferred from the Air Service Squadrons, to supply the need of men to carry on the work. The maximum number reached was about 250 men, excluding the many officers, and men on special duty from various Squadrons. In addition there were about 200 civilians consisting of Mexicans and Chinese working as laborers about the Camp. Many of the personnel were sent to Officers' Training Schools, and received commissions.

The duties of the Quartermaster Corps are so many and varied, that it is high impossible to list completely the work that this arm of the Service has maintained and operated. Eight large warehouses are now maintained by the Camp Supply Officer, formerly known as the Camp Quartermaster. The Camp Supply Officer has complete charge of the distribution and repair of all clothing, transportation, subsistence, finance, storage, property, and all duties connected with the maintenance and supply of the Camp's needs. The Camp Supply Officer has charge of the Corral with its numbers of horses, mules and wagons.

The present personnel of the Quartermaster Detachment, under the direction of Captain Samuel P. Doty, Q. M. C., consists of the following officers: Captain George W. Rupp, S. C., Transportation Officer and Detachment Commander; Captain John W. Elliott, A. S. A., Finance

Officer; Captain Fred M. Broyles, Q. M. C., Salvage Officer; 1st Lieut. Arthur W. Kidd, Q. M. C., Disbursing Officer; 1st Lieut. Bertram H. Pake, Q. M. C., Commissary Officer; 1st Lieut. Raymond Dunavant, A. S. A., Storage Officer; 2nd Lieut. William H. Halbig, Q. M. C., Property Officer; 2nd Lieut. Willard R. Godley, Q. M. C., Assistant Transportation Officer; 2nd Lieut. Omer O. Niergarth, A. S. A., Assistant Salvage Officer.

The personnel of the Quartermaster Corps from the very beginning shared heat, cold and storms with the rest of the Field Personnel, and during the epidemic of Spanish Influenza lost three faithful workers, Privates Gormley, Elliott and Mae Lean, who paid the greatest price in the interest of the Service.

The Quartermaster Detachment at this Field has been designated permanent. Ever since the signing of the Armistice there has been no let-up in the work, and the men of the detachment have worked in the same spirit of willingness and sacrifice, as they did during the period of the War. The Finance Department and other branches of the Camp Supply Office have labored long and hard during the general demobilization period, just passed, and no little credit is due them for the facility with which the men were discharged.

### CAPTAIN GEORGE W. RUPP, S. C. (Transportation Officer)

Enlisted in the Fourth Regiment of Infantry, National Guard in 1891. He entered the service of the United States during the war with Spain as a clerk in the Quartermaster Corps and has served in Middletown, Pa., Fort Snelling, Minn., Seattle, Washington, Fort St. Michael, Alaska, Portland, Oregon, Fort Keogh, Mont., St. Paul, Minn., Chicago, Ill., the Philippine Islands and Fort Sam Houston, Texas.

He was appointed Field Clerk, Quartermaster Corps, December 28, 1916; First Lieutenant, Signal Reserve Corps, Aviation Section, August 8, 1917, and Captain, Signal Corps, May 1th, 1918.

Captain Rupp reported for duty October 29, 1917, and was assigned to duty as Assistant to the Quartermaster and in charge of Transportation.

### CAPTAIN JOHN W. ELLIOTT, A. S. A. (Finance Officer)

Is one of the most popular officers in the Field—near the end of each month. (He handles the officers' pay vouchers.)

Captain Elliott enlisted April 23th, 1898, in the Fifth Ohio Volunteer Infantry and served during the Spanish War.

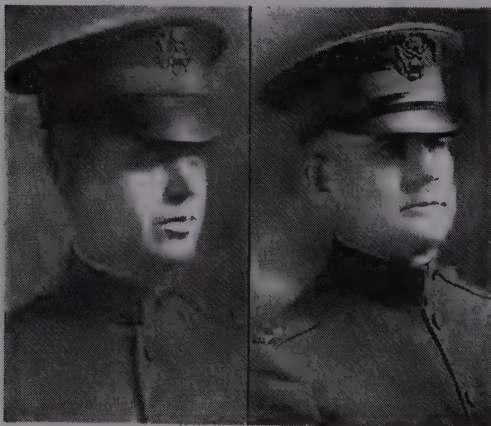
When volunteers were called for the Philippine Insurrection, he enlisted in the 31st United States Volunteer Infantry, and served with it at Zamboanga, Mindanao, P. I., until May 17, 1901, when the Regiment returned to the United States, and Captain Elliott remained to accept a position with the Quartermaster Department at Zamboanga, where he served until the Moros went on the war path and he was transferred to the Base Supply Depot at Malabang, P. I., as Transportation Agent and Property Clerk.

After serving seven years in the Philippines, Captain Elliott was returned to the United States, where he has served in Jeffersonville, Ind., Atlanta, Ga., New York City and Fort Sam Houston, Texas. He was appointed Field Clerk, Quartermaster Corps, United States Army, December 28, 1916; First Lieutenant Signal Reserve Corps, Aviation Section, November 9th, 1917, and Captain, Air Service, Aeronautics, September 21st, 1918.

Upon reporting for duty at this Field on January 17th, 1918, he was assigned to duty as Assistant to the Quartermaster, and was placed in charge of Finance, in which capacity he is still serving.

### ROSTER

Quartermaster Sergeants—Baxter, Glenn A., Hart, William H., Vineyard, Rodney C., Weiss, Samuel M. Sergeants First Class—Bagley, Francis B., Campbell, Perry L., Kennedy, Walter A., Kofahl, Lynn H., Still, Charles F., Thurman, Frank S., Jr., Walker, Walter S. Sergeants—Anderson, Ben O., Belzons, Guy A., Caspersen, Olaus W., Cassidy, Franklin J., Cybulski, Roman, Davis, Evan J., Donnelly, Joseph P., Handley, Marion K., Hopkins, Leonard C., Koons, Garfield, Leberman, Henry L., Machado, Manuel, Mahoney, Thomas F., McWayne, Clarence, Miller, Charles, Parsons, George F., Roffke, Louis, Smith, Thaddeus D., Stell, Albert L., Turmali, Arnold W., Varian, Martin H. Corporals—Adamsen, Weldon E., Byrnes, John F., Douglas, Alfred, Dulligan, Peter, Gillard, John M., Hebert, Claude R., Hudson, Clarence R., Hoffman, Robert L., Ingolia, Anthony J., Jordan, Robert F., Lange, Oscar F., Lippman, George, Melker, Merritt M., Warner, Paul, Wilcox, Samuel J., Cooke—Murray, William E., Myers, August, Toothmore, Eddie E. Private First Class—Hedges, Robert L., Burela, Matt, Bartlett, Frank F., Dalzell, Robert, Leming, Harry, Melton, Howard V., Powitzky, Harry H., Stancley, William F. Privates—McGill, Michael B., Silvio, Domenic, Theriot, Gaston.



Capt. J. W. ELLIOTT

Capt. G. W. RUPP

—PHOTOS BY RAYBURN

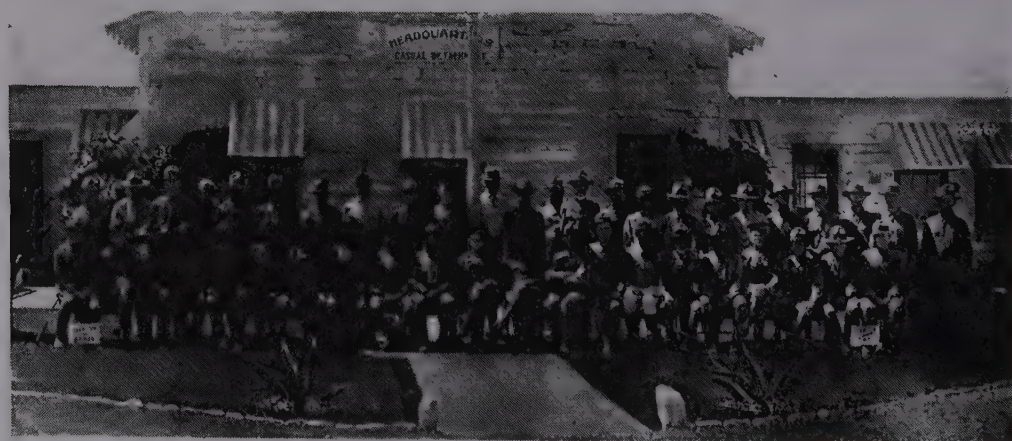


Quartermaster Corps—Kelly Field, 1918





Quartermaster Detachment, 1918



Training Brigade Personnel, Spring 1918



## KELLY FIELD'S CONCENTRATION BRIGADE

**T**HE CONCENTRATION BRIGADE of the present day is what was formerly known as the Recruit Camp, and later as the First Training Brigade. The Recruit Camp was organized in June 1917, when Kelly Field was little more than an idea. At that time Captain J. P. Edgerly was in Command.

On October 13, 1917, the First Training Brigade was created, Major A. W. Barry being the first Commanding Officer with Captain J. P. Edgerly as Adjutant.

The Brigade was instituted for the purpose of organizing squadrons in accordance with trade test qualifications in addition to the duties of receiving and equipping the raw recruits.

At that time the entire camp was in a more or less chaotic condition because of the fact that the results of the Army Recruiting and Drafting systems were beginning to be felt, and the raw recruits were coming in daily by the thousands.

There was no time to be lost; these men had to be taken care of. First they were examined by the Medical Officers and those who had developed sickness of any kind, as well as those who had come in contact with the sick ones during the journey, were separated from the well.

There were but few officers and very few of these were of the Regular Army and possessed with the experience necessary to cope with the conditions. System after system was tried out and each time something was found lacking, although the officers were working night and day trying to better conditions.

Tents had to be brought in and pitched, cots, blankets and mess kits had to be supplied by the hundreds of thousands. Often this equipment was received at the same time as the men but often also long after it was needed.

The officers and the men who went thru those trying days will remember the hardships, the hard work and the—everything that happened to remind them, not only once but every hour in the day, that "Sherman was right."

Do you remember arriving at Kelly Field after withstanding a long, hard trip, when food had given out 36 hours early, with great anticipation of becoming a great flyer and of making fame by bombing old Hun "Bill's" palace—finding yourself lined up in front of a row of tents, your feet in black mud and the wind blowing a gale, trying to obey the orders—"Prepare for Inspection?"

Inspection over, next came "Chow." Do you remember standing in line for—it seemed a week—coffee and Irish stew, out of those big G. I. cans?

Do the officers remember the hustle and worry and anxiety, trying to best look after those men and keep them from being exposed to sickness?

Those were the days! The men sent to Kelly Field were the "chosen few," and were picked out for the Air Service because of their civilian training in the different trades. Therefore after a man had been received, examined, fed, housed (tenting) and inoculated, he was sent before a Board of Examiners where it was determined for what trade he was best qualified.

At first the Brigade was divided into Provisional Companies, seven in all, but on account of the rapid growth the Brigade was divided into Battalions and then into Regiments.

Major John S. Sullivan became the first Regimental Commander but the Camp kept growing and it became necessary to make divisions more convenient for handling the men in order to facilitate the organizing of Squadrons.

Major Barry was succeeded by Lieut. Col. G. V. S. Quackenbush in command of the First Training Brigade.

The Brigade became divided into two Regiments.

Major Buckner commanded one Regiment, and Major Weeks the other, Major Sullivan being ordered to Washington.

Then came in such officers as Maj. Lackland, Maj. Bonesteel and Maj. Clagett, who assisted Col. Quackenbush in solving the problems then existing.

On the first of January 1918, Maj. Clagett gave orders to 1st Lieut. Ellsworth, then Recruit Receiving Officer of the 11th Prov. Regiment to draw up an outline of the Camp divided into sections representing the various trades. This was adopted and the First Training Brigade was divided into sections. Each section was subdivided into as many parts as it had trades to accommodate. Each trade occupied a certain numbered line or lines as the size required, and so when a squadron was to be organized, the men were called from the different sections in the quantity from each trade needed.

This system was elaborated upon again and the Brigade divided into two Divisions: the Trades Division and the Recruit Division.

The Trades Division remained as outlined, only diminished in size and the Recruit Division became a separate unit under the command of Maj. Clagett. Majors Lackland and Bonesteel commanding the Trades Division.

The Recruit Division performed the functions of receiving the recruits, putting them through all the preliminary stages, and when prepared for squadron duties, trade tested, etc., transferring them to the Trades Division, where they were organized into squadrons, and sent out.

The First Training Brigade was later named "Concentration Brigade" and all of the special duty squadrons in Kelly Field No. 1 and the area formerly occupied by the Second Training Brigade were included in its organization.

During its existence the Brigade has been commanded by the following officers: Major A. W. Barry, Lieut.-Col. G. V. S. Quackenbush, Lieut.-Col. Geo. W. England, Lieut.-Col. Chas. H. Danforth, Maj. S. B. Buckner, Jr., Maj. S. S. Hanks, and Lieut. Col. B. D. Butler.

Captain Chas. H. Austin was Executive Officer for a few months.

Major Edgerly served as Adjutant for several months and he was succeeded by Major Sypher, who was succeeded by Captain Horace Soule, formerly Adjutant of the Trades Division.





## AIR SERVICE MECHANICS' SCHOOL.

Kelly Field's Proudest Achievements and Aviation's Greatest Asset

**W**HEN America heard the call of war in the summer of 1917 and began girding her loins for the fray, one of the first of her many rude awakenings was the realization that she was sadly deficient and years behind the other great nations of the world in one of the most vital branches of present-day warfare—Aeronautics. France had for years been carrying on exhaustive experiments in the science and had attained a degree of perfection far in advance of America's fondest dreams. Germany likewise was a foe to be reckoned with in the air as well as on the ground. England and even Italy were years ahead of us in Aviation and America, the most progressive and modern of nations was just beginning to wake up. But no sooner was the realization of this deficiency awakened than a determination was made to equal and if necessary, even to excel all others in this great new method of warfare, hitherto untried and unknown. The determination, however, was the easiest part of the plan; how to put it into execution was the next problem, and a vital and pressing one it was. America had no airplanes. She had no aviators nor aviation fields at which to train any. But with a rapidity characteristic of Yankee ingenuity she rapidly overcame all these obstructions to progress. It remained for France to provide the greatest obstacle of all and this she did by making a plea for 50,000 trained aero mechanics. Only those men at that time employed in various small aeroplane plants throughout the country were in any way familiar with the science of Aeroplane Mechanics and very few indeed they were. But nothing daunted, America at once set to work to provide them and she succeeded admirably.

Kelly Field, one of the best-established and oldest aviation fields at that time (although all of them were in their infancy) was naturally selected for the establishment of a school. And thus was born the E. M. T. D. (Enlisted Mechanics Training Department), later known as the A. S. M. S. (Air Service Mechanics' School), one of the largest and most efficient departments on the Field at the present time.

Major Dana H. Crissey and Capt. D. J. Neumuller were assigned here from Washington to take charge of the work of organization and were given the instructions that all enlisted men available should be given instruction. One-half of the little building just west of the Officer's mess,

on Kelly No. 1, which had previously been used as the Field's first Headquarters Building, was utilized as an office, or headquarters for the school. The office furniture was as scanty as the other equipment of the school and it comprised one desk, one typewriter and a typewriter crate which was used as a chair. Glenn Brockerman, now a Master Electrician, comprised the office staff. Six men then at work in the hangars of the Flying Department



Major G. E. STRATEMEYER



## AIR SERVICE MECHANICS' SCHOOL

were questioned concerning their desire of "going to school and then returning as instructors in a ground school." The six eagerly accepted this proffered "opportunity" and were thereafter referred to as the "College Men." But fate intervened and they never reached "College." And finally, after a disconcerting mix-up in records and transfers they were assigned "en bloc" to the E. M. T. D. as instructors. Others were chosen by the same method and after a severe grueling by the two officers in charge, the best material was finally selected and assigned to certain specific branches of instruction. Captain Neumuller was Officer in Charge and also head of the Airplane Course, one-half of the proposed curriculum. Capt. V. L. Burge was head of the Aero Motors Course, the other subject prescribed by Washington. The new school was formally opened and instruction begun on the morning of October 17th, when the first detail of students, was marched for a mile along the dusty Texas road (later macadamized) to the tent hangars where the school was located.

The first day was devoted largely to the matter of receiving the new students and preparing rosters. Then that evening the inevitable occurred—a representative Texas sandstorm which nearly blew the infant school off the map. It cannot be said, of course, that it was disorganized by this unfortunate occurrence, for an organization had hardly been effected as yet, but nevertheless it was demoralized for a period of time at least, and when school next opened it was in one of the large, red hangars of more substantial build, where the wind and the rain might come and go without any material damage.

But the school had its handicaps. Attendance at classes was subordinated to other squadron duties and "guard and necessary fatigue" was a constant source of worry which upset the morale of the entire school. Some students only attended one or two days a week and as a result the time they did spend under instruction was practically wasted. However, in spite of all these obstacles, at the end of the first month, the then prescribed length of the course 1040 men had been under instruction and most of them were graduated. Then more speed and more graduates were demanded from Washington. Despairingly, but with no other alternative in view, the heads of the department obtained about 50 more instructors and then cut the course down from one month to two weeks. In order to get the greatest possible concentration, Capt. Neumuller then suggested to Washington that the men under instruction be assigned to the school, for instruction purposes there only, and that they be relieved from all other duty. But this request met with no compliance and therefore Washington was informed that it was humanly impossible to put men through the school in two weeks, the old schedule of one month not even being adequate.

On January 7th, 1918, Major George E. Stratemeyer, then in the Flying Department, was placed in charge, and an entire re-organization of the school was made. Maj. Stratemeyer was enabled to obtain seven of the large steel hangars facing the Quartermaster Depot Road, and also obtained more officers and added them to the staff. Co-operation between these officers and the enlisted men, the latter both instructors and students, caused the school to



Testing Block

grow and flourish at a rapid rate, and to this one feature more than perhaps any other is laid the present success of the school. Major Stratemeyer also insisted upon another very radical change. No men would be accepted for training promiscuously, but every prospective candidate for instruction must prove his mechanical ability before being accepted. The course was again divided and subdivided, more specialization and less generality in instruction being the aim. New courses were added as the need for them arose and at this date many different subjects may be taken up by the students entering the department. Instead of equal amounts of theoretical and practical work a program of only 20 per cent theory and 80 per cent practice was adopted.

Late in February Washington sent Mr. Geo. E. A. Hallett, now a Major, to Kelly to re-organize the work. He had had a wide experience in the formation of courses and his experience was valuable. Under his direction the curriculum underwent other radical changes and an entirely new method of operation was placed in effect.

On April 29th permission was again sought to establish a Provisional Training Battalion, in which the students of the school might be quartered, but it was not until the beginning of June that this Battalion became an actuality. Since that time the work has been thoroughly systematized and basic principles of operation established and the Air Service Mechanics' School of Kelly Field has come to be a by-word synonymous with efficiency and accuracy, known and used in every Air Service Station in the United States. It represents an investment of over \$2,000,000 and has turned out students by the thousands—students that are by this time scattered to the four corners of the earth.

Of course, when the Armistice was signed and the Great War came to an end the school was naturally curtailed to a great extent, and the bright dreams of its future development ceased to be anything but the veriest of air castles, but nevertheless, during the time it was permitted to grow and expand, its officers and men have set a shining example of co-operation and efficient management which shall never die, but shall ever remain a source of pride and gratification to a grateful country which called for service and sacrifice in its hour of need and—obtained it.





A. S. M. S. Personnel



A. S. M. S. Instructors



STANDING, LEFT TO RIGHT

F. REDMOND, Forward.  
Sgt. DOLPH HAWKINS, Manager  
R. J. STAPP, Guard  
E. W. ROWE, Guard  
J. W. DECKM, Center  
G. AKIN, Center  
L. MARLEY, Guard  
E. S. BELL, Guard  
S. C. LASLEY, Guard

SITTING, LEFT TO RIGHT

P. M. LIND, Forward  
B. L. TRUMBULL, Guard  
R. J. FITZSIMMONS,  
Forward, Captain  
Lt. A. M. GULPEPPER,  
Athletic Officer  
Capt. H. T. MERRILL,  
Comm. Officer, A. S. M. S. Detach.  
Mr. SCOTT, Y. M. C. A.,  
Athletic Director  
C. S. OLSON, Forward  
J. F. MOORE, Guard  
A. D. HULL, Forward

A. S. M. S. Basket Ball Team, 1919



## A. S. M. S. ROSTER

(Former S69th Squadron)

**Master Electricians**—Allison, Victor V., Brockerman, Glenn T., Burrell, Alder E., Fabricius, Gunnar O., Mossel, Louis, Wallace, Roland W., Ward, William J. **Sergeants 1st Class**—Abell, Charles B., Clay, John M., Dalms, Roscoe J., Gray, Rhoda E., Heck, James B., Lancaster, Ernest A., Meredith, William O., Meyerotte, Vernon G., Richardson, Joseph S., Roberts, Tiner E., Tschihart, George H., Tvedes, Thomas A., Vick, Joseph E., Watts, William C., Whitson, Roy B., Workman, Anthony O. **Sergeants**—Anderson, William H., Aults, Charles M., Cahill, John M., Carter, Arthur B., Castelone, Samuel Cole, Francis M., Coppertoll, Lloyd H., Crane, Webster O., Dehmann, Godfrey P. H., Dery, Emile O., Elliott, George L., Egerstrom, Maurice I., Foster, Frank R., Freeman, Hugh R., Gartner, Paul F., Gmel, George A., Godfrey, Lawrence O., Hoerger, Fred L., Houghan, Edward J., Hum, Gus M., Klingeb, George P., Kruse, John W., McHugh, Cornelius J., McVullen, James W., Meeten, Thomas G., Mandl, Sam, Marvin, Harry S., Millare, Robert C., Moore, Jeffrey S., Nolds, Horace J., Noves, Paul W., Popoff, Lincoln, Price, Charles P., Reeves, Jack, Roberts, Bob, Rolfe, Francis E., Sadler, Garnet O., Salsbury, Charles E., Schlader, Harry I., Shipley, Donald D., Swayze, Royal W., Wagner, Raymond W., White, Edward, Wing, Roscoe E. **Corporals**—Hersch, Charles J., Brodeson, Arnold A., Jesche, William L., Johanson, Herbert E., Johnson, Rudolph, Jones, Paul, Kane, Charles W., Morris, Doane, Nickerson, Kenneth W., Polchius, Clifford F., Root, Frederick K., Russell, Charles H., Simon, Ellsworth G., Summerville, Ross B., Witwer, Elmer E. **Chauffeurs 1st Class**—Harris, Clyde C., Tolle, Roy, Vette, Charles A. **Chauffeurs**—Haze, John, Steiner, Irvin P. **Cooks**—Clouston, Herbert, Sizemore, Russell E., West, Emerson. **Privates**—Bangs, Morris C., Bejster, Louis H., Blockson, Franklin B., Chappell, Henry D., Cox, Leon T., Crowley, Harry F., DeWitt, Frank J., Dawson, John E., Domagala, Stanley E., Downs, Oscar D., England, Albert L., Florth, Walter O., Francison, Lomer H., Frisk, Neils, Geiler, Lester, Godfrey, Ira Z., Gray, Joseph E., Graffman, Edward W., Haberel, Milton L., Hager, Joseph A., Hartles, Lee L., Hauck, Florian A., Ingram, William W., Jones, Paul, Kuhlewin, Kurt, Landner, George A., McClary, George, McLooslin, Edward E., Marello, John F., Mendell, Stanley M., Mouser, Weaver C., Miller, Charles C., Neal, Fred G., Neilson, Ering G., Memeth, Nicholas C., Newbert, Joel H., Nolte, Charles E., Novell, Lawrence, Peterson, Andrew J., Phalen, John, Palamara, John, Poulson, Archie H., Halston, Truman, Read, John L., Recco, Raymond F., Renau, James J., Reynolds, Fred W., Richards, Leigh B., Riley, Orvie W., Robbins, Charles S., Rollins, Frank E., Schable, Carl M., Schellenberg, George F., Shelley, Clair, Simon, John F., Stindel, Harry H., Stuckey, Cleon R., Strinson, Thomas E., Stone, Virgil M., Stoves, William H., Summers, Clarence J., Tuley, Guy L., Twozood, James G., Wahlbrink, Charles H., Walker, James, Walker, James F., Jr., Waters, Robert V., Watkins, Pen R., Weber, Frank, Weidetz, Harry W., Wingert, Leon L., Wood, Alfred W., Wulff, Clayton N., Wilcox, George E.

(Former S70th Squadron)

**Master Electricians**—Borland, Charles E., Collins, Edward J., Copps, Stuart W., Wallace, William D. **Sergeants 1st Class**—Bavis, John B., Campbell, Quincy A., Duffy, Charles W., Hord, Allen L., Jackson, William H., Kilgore, Joseph H., Leonard, Robert W., Madigan, Paul H., Mallory, Herbert W., Packer, Clifford E., Phillips, William J., Randles, Arthur E. S., Ross, William H., Shephard, Delana A., Sherstad, Conrad E., Smith, Carlton P., Snyder, Forrest M., Tackley, Merrill J., Thysault, Oliver W., Timke, Hans, attached **Sergeants**—Allen, Tyson, Anderson, Charles R., Barber, Everett H., Cohen, Aaron, Commas, Vidal R., Cusson, Richard E., Dates, John, Delano, Arthur, Esty, Herbert W., Goldfarb, Sammie M., Hawkins, Dolph, Harkless, Hershel A., Holes, Wilber W., Jones, Vance, Levy, Ben, Lewis, Lloyd L., Leggett, George W., Oldford, Albert G., Oliphant, Cecil S., Porter, Ralph E., Rawson, Paris P., Reeves, George, Roberts, Linton, Rowe, Ray K., Schwanz, Charles R., Shannon, Lawrence P., Shively, Alvin E., Tighe, Lee M., Varney, William N., Vaughan, James F., Wallen, Carl E., Willard, Chester E., Wogan, Selmer F., Langsdale, John G. **Chauffeur 1st Class**—Porter, Frank C. **Chauffeurs**—Carruthers, George A., Eschtaut, Nickolas, O'Donnell, John E., Orphan, Chester J., Williams, Charles I. **Corporals**—Andrews, Joseph, Condefer, Henry, Conroy, Frank H., Dewhurst, Frank R., Emig, Russell L., Glos, James M., Grady, Roy C., Harrington, Ralph H., Horne, Victor C., Jr., Johnson,

Clarence H., Lasswell, John B., Livingston, Elmer, McCashin, Thomas R., Montgomery, Everett J., Neisel, Carl W., O'Neill, Albert M., Rubinsky, Harry, Attached—Stewart, Robert W., Sullivan, Henry D., Wickwire, Grant T. **Cooks**—Hicock, Herman W., O'Kells, Roy K., Saterly, Lewis S., Young, Adlai E. **Privates 1st Class**—Butler, Walter M., Clark, Arthur M., Coburn, Willard E., DeBlasio, Leo, DeVoge, Paul A., Grogan, William B., Hulse, Francis L., Johnston, James E., Kennedy, Kenneth J., McDonnell, Harry C., Pegg, Joseph Henry, Poppendorfer, Henry J., Prior, Harry W., Shocumbe, W. V., Jr. **Privates**—Boring, Earl O., Bourke, Russell L., Brin, Leon M., Brown, Frank W., Carey, Joseph E., Carlie, James A., Carr, Anthony N., Carter, Cecil R., Chambers, Joseph P., Collbaugh, Ben L., Cox, Howard R., Crow, Seward B., Cull, Duncan K., Danyow, Leroy H., Davis, Elmer S., Day, Ivory C., DeGarmo, George H., Douglas, George L., Fleming, Albert C., Gay, Francis M., Green, Chauncey H., Green, Robert A., Griffith, Stanwood J., Hammond, Edgar J., Hurl, Hubert C., Hotchkiss, J. H., Knidt, William L., King, Richard W., Klug, Harry C., Lee, Maurice L., Lowndes, William, Maxwell, Phillip P., McDonald, Glenn D., McHugh, Dewey S., McMahon, Roy M., McNulty, Samuel W., Mohdal, Julius A., Moore, Jerry, Mullen, William, Olson, Ralph E., Russell, Kenneth S., Smith, Maynard, Smith, Robert W., Sorenson, Sigurd L., TePootten, Bernard A., Windish, John R., Wright, W. C.

### Section I, A. S. M. S., Subsection "A"

Allison, Raymond F., Atkins, Harold M., Alton, Glenn H., Bachler, Leo H., Baxter, Harry C., Bautz, Russell, Bell, Frank P., Berwick, Edward R., Betanco, Frank L., Borthal, Ernest, Brockman, Percy J., Brodie, John W., Butterworth, Joe, Bohn, Alfred F., Breslin, Fred W., Brunson, Emery N., Carbis, Geo. W., Clemo, William M., Colwell, Floyd O., Colwell, Frank J., Carter, Chas. J., Christensen, Arthur, Clay, Roy S., Cooney, John W., Crandell, Norven L., Commozzi, Edward, Connally, Victor B., Crandall, Gay E., Creamer, Edgar L., Cyka, Anton J., Danies, Robert J., Daugherty, Ivan R., Davidson, Douglas T., Dale, Elmer C., Decker, Chas. W., DeSalmo, Orin R., Duval, Fay G., Eaks, Evan L., Eldor, Leonard D., Englert, Elmer P., Farmer, Walter D., Fodor, Frank J., Feccio, Frank, Fazendin, Edward J., Feiler, Henry H., Fitzsimmons, Thos. Fredenberg, Albert C., Garden, Paul H., Garbe, Lloyd W., Gifford, Jewell S., Graham, Chas. F., Gaidener, Edwin, Hartnett, Paul, Haworth, Roscoe C., Hemrick, Kurt, Heineke, Emil M., Herley, Alvin L., Hoffman, William J., Holt, Wm. J. B., Holtz, Geo. M., Honstead, Roy L., Hoppman, Fred W., Howard, Chas. E., Hull, Abner D., Ingraham, Donald R., Irvine, Clarence, Knight, William J., Krieg, Lawrence A., Lemon, Jas. R., Lindberg, Ed W., Livingston, Geo. T., Lobdell, Raymond O., Lumstead, Geo. F., McIlwain, Francis, McClelland, Paul H., McCormick, Arthur B., Marks, John F., Moorehead, Jas. P., Moscoe, Treandapilo, Oldestad, Arnold W., Oveling, William D., Parker, Ralph T., Peters, Galan H., Reeliger, Walter C., Scharbonly, Albin L., Stuart, Arthur, Solve, Alfred B., Sullivan, Ed. R., Troutman, Arthur R., Uhler, Geo. H., Watson, John C., Van Pelt, Harold R., Weeks, Robert W., White, Geo. B., Williams, Laird, Wilson, Fred, Zinner, Marion T., Akin, Gilbert M., Land, Philip M., Leslie, Sidney S., Olson, Cyril S., Fitzsimmons, Robert J., Howe, Earnest W., Redman, Benj., Flynn, Maurice J.

### Section I, A. S. M. S., Subsection "B"

Allen, Joseph K., Ames, Charles A., Anderson, Charles D., Arkus, Jacob, Barker, Donald T., Baker, Nelson H., Blaschke, Alvin F., Borth, Harry D., Carlson, Harold A., Closs, Willard E., Dacey, Dean L., Davis, John W., Derry, Oscar W., Dickey, Luther H., Dion, Willard D., Dover, Willard D., Eberhart, Irvin A., Flick, Percy, Frager, Max, Gallagher, Clifford, Greer, Horace, Green, Russell, Gudmundson, Roy D., Gaymon, Walter M., Harding, Edward G., Harrison, Clayton W., Hicks, James A., Hightower, Floyd C., Horn, Charles A., Hunt, Eugene B., Jacobson, Ernest A., Judd, Benjamin W., Keller, Virgil A., Kendig, Chester L., Kurkie, Irvin J., Landl, Adolph J., Laxton, Charles E., Little, Clair I., Loebner, Harry, McAlko, Stephen, McAdon, Hugh, McCullough, Arthur L., Maddox, Albert G., Mason, Charles E., Mathews, John B., Mathies, Edward F., Vernon, James H., Meyer, Herbert C., Miller, Rigmold, Miller, Roy W., Mize, Charles D., Moore, Franklin D., Munson, Lelroy, Murphy, John P., Narvaez, Raymond T., Neilson, Henry A., Neltner, Fred J., Novotny, Ernest F., Oberschelp, James B., O'Daniel, Irvin L., Orden, Robert G., Pachter, Eli, Parkton, Wilber E., Pascoe, Herbert C., Paschek, Francis, Pennj, Wilber D., Peterson, Carl E., Peterson, Edward, Pettraborg,



## A. S. M. S. ROSTER

William O., Phillips, Clement K., Pierce, Floyd C., Plumb, Arthur C., princing, Herbert S., Pryor, Leo Walter, Poulson, Carl R., Ralford, Lord, Richmond, Charles P., Robinson, George L., Rothwell, James A., Schilling, George S., Sertais, Percy J., Sevensing, Frank E., Shaw, Harold R., Snodgrass, Prust D., Stapp, Ruben T., Steele, Roy J., Stephenson, Warren W., Stockton, Thos. L., Stryker, Adonias D., Sullivan, Raymond H., Sullivan, Raymond T., Thomas, Percy W., Tuckwood, Oscar W., Vandeverter, Floyd, Washburn, K. Craig, Whitaker, Fred J., William, Howard M., William, Frederick, Wolverton, Furness B., Yates, Walter S.

### Section I, A. S. M. S., Subsection "C"

Ailes, Hugh R., Allen, Leon C., Andrews, Clinton W., Armstrong, Arthur E., Augher, Harry F., Asford, Raymond J., Barnes, Clarence E., Barry, Frank, Bergstrom, Otto E., Blacketer, Earl L., Bowen, Phelps C., Bowne, George J., Boyd, Frank M., Brandt, Louis C., Brinn, Rollo B., Brokamp, Archie T., Brown, Leroy, Brown, Lozier V., Brown, William H., Carter, Maurice S., Chalk, Carroll M., Corcoran, Robert E., Coffland, Glen St. C., Conron, Victor L., Costa, Albert E., Covington, Chas. C., Cox, Norman R., Duwe, George W., Faucher, Wilbur F., Eggers, Henry R., Fletcher, Berl, Fry, Samuel C., Gabull, John C., Gardner, H. Granville, Gottstein, Herbert C., Gundlach, Clemens N., Heinen, Robert, Hunnicutt, Harold W., Jensen, Henry M., Knoll, John J., Knoop, John, Kyllingstad, Lawrence, Lambert, William M., Lane, William H., Lawrence, Vernal E., Lay, Everett, Lein, Jacob B., Lichtenstein, Phillip, McCarthy, John F., McIlino, Thomas D., Malone, Mackey K., Miller, Dan L., Miller, Hoinfoie J., Moors, William B., Morgan, Dean P., Morgan, Martin L., Mull, Kenneth W., Nally, Eugene F., Nelson, Eric, Neuman, Clarence F., Newton, James D., Noetzel, Louis G., O'Donnell, Thomas B., O'Donnell, William H., Parsons, Lawrence F., Peterson, Chas. C., Pesson, Nicholas J., Poland, Spigg, Poley, Joseph G., Porter, Ernest E., Preston, John C., Preston, Norman C., Ragsdale, William B., Redell, Edwin F., Reece, William E., Reimer, Harold E., Robinson, John D., Rose, Cecil I., Roth, George, Rutherford, Haula F., Sanders, George D., Sanderson, Cam A., Schaaf, George W., Schartz, Joe, Schoerschnmidt, Carl W., Schultz, Joseph, Schultz, Sherman W., Schutz, Raymond M., Schwad, Julian W., Sears, Albert T., Seawright, John A., Shaw, Amos J., Shimp, Chas. J., Sienka, Bart W., Sisson, Roland R., Smith, Elmer E., Smith, Harold E., Sprucll, Joseph W., Stoiler, Willis F., Jr., Talpers, Joe, Taylor, Harold W., Tooden, Joseph H., Thumler, Arthur, Tibbs, Charles B., Tilton, Forest L., Toman, Emerson, Tulchin, Samuel, Utscher, Arno M., Wallston, Albert, Whitaker, Ralph S., Williams, Claude E.

### Section I, A. S. M. S. Subsection "D"

Alexanian, Hovsep, Bax, Lionel D., Bertie, Maurice F., Button, Percy L., Chilly, Herbert W., Campbell, Earl F., Camp, Charlie C., Coon, Carl M., Cawthone, Irvin M., Clark, Robert P., Cobb, Morgan H., Conn, Preston F., Corey, William E., Corners, Walter E., Dahl, Albert P., De Armond, Harold H., Doing, Francis L., Downey, Gilles, De Long, Clive O., Foulis, Jack C., Franklin, Conrad, Freeland, John T., Forstner, Theodore R., Gibbons, Thomas, Goulstone, Albert, Garrison, Seth O., Gammier, Fred C., Gray, Hugh R., Hanson, Trygve, Hasford, William J., Hall, Thomas J., Hand, Thomas J., Hayes, Robert E., Heald, Joseph, Hill, Howard A., Holloway, Reginald O., Hull, Raymond H., Jacobson, Arthur D., Johnson, Bernard F., Jones, Ralph L., Jordan, John H., Jensen, Hara, Jones, John E., Jones, Myrie H., Kaiser, Elmer H., Koubsky, John, Karlasenice, John R., Kwarciowski, Anton, Lacotapio, Paul, Landers, Arthur S., Liston, Homer W., Lydon, Joseph W., Lagan, Francis A., Le Kure, John D., Mahamed, William R., Marsh, Stevon, Merle, Jules, Morrissey, Michael J., Mozza, Zareth, McGahan, Thomas J., Maher, James W., Mallonice, Howard D., McCarthy, Earnest J., Mokriaz, Herman H., Neese, Carl O., Nelson, Shirley P., Norberg, Melvin E., Nunes, Frank, O'Flaherty, Edwin, Nanni, Vito, Newbert, John M., Jr., Nielson, Walter E., Nickerson, Willard V., O'Leary, Walter A., Perry, Van W., Peters, James H., Pierce, Chester L., Pierce, Clarence G., Pommitt, Fred G., Potadie, Lawrence R., Richards, Wynn G., Richter, William S., Ritter, Harold E., Ruchhoft, Millard W., Roth, John A., Russell, Herbert, Rystrom, Raymond W., Santee, Victor, Schaffer, Patrick K., Schuinaaker, Philip, Schroeder, Fred W., Shirock, Lisles, Suess, Francis A., Schoenmold, Carl N., Schank, Theodore, Schulky, Francis A., Selzman, Harry, Sinsel, Harry E., Seymour, Francis O., Siert, Alvin H., Silverthorne, Theodore, Skriver, Anders, Smith, Hal W., Smith, Harold J., Smith, Thorwald H., Smith, Nelson W., Spoor, Deloss J., Spicher, Elmer M., Swanson, Freddie O., Tannebaum, Sally, Temple, Robert, Vallis, George C., Van Rooy, Weshe, Van Why, Charles, Upson, Lloyd C., Westervelt, Lewis, Welmer, John P., Willis, Schuyler C., Wright, Warren E., Wrightman, John P., Wallis, Norman A., Walker, James E., Wahlquist, Cyrus, Wegner, Carl G., Wells, William H., Worley, Virgil P., Young, Tom, Merrill, Frank S.





## SCHOOL FOR BAKERS AND COOKS

**I**N COMPILING the history of the School for Bakers and Cooks, Kelly Field, Texas, the early problems of the Staff, which consisted of one Captain, one First Lieutenant and twelve Sergeants First Class, should be taken into consideration. They were those, which were confronted by almost every School Staff sent out to new fields of endeavor. These men were detailed on special duty from Fort Sam Houston and Camp Travis, Texas. They were assigned one store tent in the Second Training Brigade, and after borrowing a typewriter from Fort Sam Houston, and a desk from the Supply Office of the Brigade, opened the office for business in one end of the store tent. Seventeen officers, all of whom were second lieutenants, were detailed by the Commanding Officer of Kelly Field, to undergo a course of instruction in Mess Management, and ordered to report to the Officer in Charge. Classes were held for them, and they were taught practically and theoretically how to cut meat, cook and care for it, and also how to make dough and care for it, besides the other duties of a Mess Officer.

The course was made compulsory for all Mess Sergeants and cooks in the Field and certain tents, at convenient places throughout the field, were designated as class rooms. Each division instructor would assemble his cooks off duty, both morning and afternoon, for theoretical instruction.



Capt. J. F. CROSSON

March 25th, 1918, orders were given to tear down the store tent in which the School Office and Sleeping Quarters were located, and Mess Hall No. 67 was used as a class room and quarters in which place the School continued its work until June 19th, 1918, when it moved into its magnificent quarters, which were especially erected for it on the corner of Quartermaster Road

and Headquarters Street. From this time on school work was reorganized systematically. In the east end of the Cooking Department Barracks provision was made for a class room; one of the finest in furnishings, equipment and exhibits. Here the student learns the Range, its care, and the evolution of the various food stuffs from their creation until they are prepared for human consumption.

As the physical features of the Camp changed, so also the method of instruction necessarily was changed by the Officer in Charge and his assistants, which greatly assisted in bringing the messes to the highest degree of efficiency in kitchens and dining halls, the improvement in the preparation and serving of the meal, the value of proper nutrition, and sanitation amplified by personal cleanliness.

That some idea of the work accomplished by the School may be thoroughly understood the records show that since its institution there have been graduated from the Students enrolled, approximately one hundred Mess Officers, one hundred and sixty-five Mess Sergeants, and twenty-two hundred Cooks.

This record clearly indicates the scope of the work accomplished, and it may be added that much of the credit for the excellent Messes Kelly Field organizations have been favored with is directly traceable to the School for Bakers and Cooks.

The following are the different departments that have been developed since the School has moved into its new home: Planning Dept., Improvement Dept., Cost and Maintenance Dept., Personnel Dept., Supply Dept., Department of Instruction and Practical Instruction Dept.



Lieut. G. M. GERRIE



## THE TRADE TEST BOARD

**W**ITH an humble beginning in a small ten by ten room, and with a mere handful of capable assistants, Captain C. H. Maranville (now major) originated the Kelly Field Trade Test Board in the early part of October, 1917. It was largely due to their untiring and concentrated efforts that one of the most efficient and successful Trade Test Boards in the United States—and we might say, the whole world—was organized. The present organization occupies four large buildings and has a personnel of 150 enlisted men and four officers.

Captain C. H. Maranville enlisted in 1914 with the First Aero Squadron when it was organized at San Diego, Cal., and served with this squadron in Mexico. He was commissioned as Second Lieutenant at Essington, Pa., in 1916. Afterward he attended the Army School at Fort Leavenworth, Kansas, was later detailed to the Aviation Section and promoted to rank of Captain. He was one of the designers of the first machine shop truck ever used in the Army, and this same truck was used in active field service in Mexico with the First Aero Squadron.

Every soldier upon entering Kelly Field was required to take a trade test, and in this manner his qualifications were found, and he was then placed where his services would be of the most value to the Army. Up to January 9, 1919, 90,640 men had been given this trade test. The largest number of men ever trade tested in a single day was approximately 1600, the Board working fourteen hours on that day.

In the trade testing of a man, he was given both an oral and a practical examination; and the method was as follows: The soldier was first sent to the Classification Room where he was questioned by a commissioned officer as to his civilian occupation. The officer then directed him to an examiner in that occupation. This examiner then gave the soldier the oral test, asking the length of time worked at his trade, by whom employed, wages received, extent of schooling, etc. When the oral examination had been completed the examiner gave a grade on the qualification card and referred the man to the practical examiner.

To illustrate the practical examination, we will cite the case of a man giving his civilian occupation as chauffeur: He goes to the practical examiner, and is then questioned as to the makes of cars he has driven, what he knows about repairs, etc., and he is then required to demonstrate his ability by actually driving a car. He is required to do the starting, etc., and during the operation the examiner is noting with just what degree of efficiency the man is shifting the gears, steering, etc. The

examiner then rates the card. The rating will be either A, J or E: A meaning apprentice; J being journeyman, or fairly good; and E meaning excellent. After being graded the soldier is directed to return to his organization and await instructions. And so on; each soldier is required to demonstrate his skill in any of the 61 trades required in Aviation.

This operation being completed, the soldier's qualification card (the card on which the results of his practical and oral examination has been noted) is turned over to the main Trade Test office and there edited and classified by an officer. These cards are then sent to the Post Personnel Office, where they are tabbed and filed and kept as a permanent record.

The examiners on the Trade Test Board were selected from the enlisted personnel of the Field, each man being an expert in his line—many of these men are qualified to examine in several trades. These men were kept on this special work permanently, and much of the success of the Trade Test Board has been due to their undivided efforts.

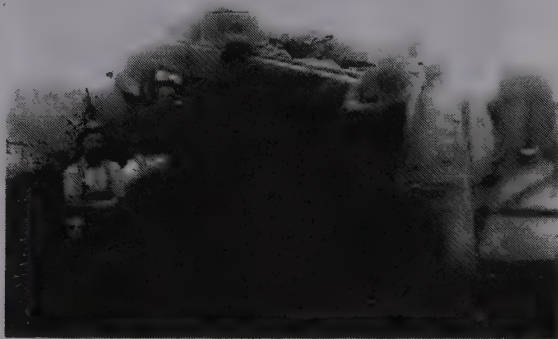
On July 28, 1918, Major Maranville was promoted to the position of Post Personnel Adjutant of Kelly Field. Captain Harry V. Hand, Supply and Production Officer of the Trade Test Board, succeeded Major Maranville as Officer in Charge.

On January 10, 1919, Captain Hand was assigned to other duties, Lieut. C. J. Doherty, who had come to this organization a year previous as a private, succeeding him.

In July, 1918, it was deemed necessary to recruit men for the Aviation Section. For this purpose ten detachments of ten men each, were picked from the examiners on the Board and sent to the larger cities in the United States. In connection with their duties of recruiting, they gave each recruit a preliminary trade test to determine his fitness to be sent to an Aviation camp. This work was carried out very successfully. These Boards returned to their duties on the Trade Test Board in the early part of November, 1918.

On the whole, trade testing has been one of the most vital cogs in the machinery of War, and especially has it been valuable to the highly specialized branch of the Aviation at Kelly Field. The hearty co-operation of both officers and enlisted men, and their untiring efforts at all times, has been largely responsible for the unquestioned success of the Kelly Field Trade Test Board.

The Trade Test Board has served to place the man where he was best fitted; and success, such as was ours in the winning of the war, was due to the placing of the right man on the right job.







## KELLY FIELD MEDICAL DEPARTMENT

**P**OSSIBLY one of the most important departments operating on Kelly Field is the Medical Department. While distinct from the Air Service, still its work here warrants special commendation.

Shortly after Kelly Field was established need was recognized for a Medical Department, for although the facilities for a splendid Base Hospital were available at Fort Sam Houston, only about eight miles away, cases often develop, accident and otherwise, which demand immediate attention. Thus on June 1st, 1917, Capt. John R. Oswald arrived at Kelly, being sent here from Washington to lay the foundation for the establishment of a hospital system here. Captain Oswald's endeavors along this line were augmented by the arrival at this time of Sgt. Verne Wheeler, lately returned from the Philippines, a man experienced in organization and of executive ability. Among the many innovations which he established here are the first Infirmary, consisting of a tent and a Field Medical Chest. Also to him may be given the credit for the present system of receiving and handling all recruits, giving them their smallpox and typhoid inoculation, and

the admirable system of cross filing at present in use in the Surgeon's Office.

In September, 1917, the first modern and well equipped hospital was opened this being in the Flying Department. The building contained modern operating rooms, laboratory, dispensary, two wards, kitchen, dining room and offices. At the time, it was known as the "Camp Hospital," being the only one on the field. Now, however, since the large and up-to-date hospital buildings known as the Main Hospital have been erected in Kelly No. 1, the former "Camp Hospital" has become known as "Hospital, Flying Department." Major Sherwood was Post Surgeon when this little building was dedicated and built up a wonderful organization there. Later, when the new Main Hospital was opened, this became the Post Surgeon's principal charge, and the little hospital at Kelly No. 2 is now only operated as a department of the Main Hospital.

He was succeeded by Major Louis H. Bauer, the present Post Surgeon, under whose efficient direction the Medical Department has reached its perfection. During the recent influenza epidemic, Kelly Field stood foremost in military circles as most successfully combating the plague. Recognizing the character and quality of Major Bauer's work here, he was awarded the commission of Lieut.-Colonel, and he holds this rank at the present time.

The Main Hospital comprises a beautiful, new group of buildings at the junction of the Frio City Road and the Quartermaster Depot Road, just opposite the Main Post Office. They are modern in every respect and inside and out are products of all that is best and latest in the Medical world. An exceptionally fine retinue of physicians and nurses are in constant attendance and cases of every nature are treated there and major operations performed. The hospital has a capacity of 100 beds.

The Branch Hospital, also located in Kelly No. 1, has proved to be a very necessary adjunct to the Field, and especially during the recent influenza epidemic it proved its worth, its work spreading out to such an extent that nearly all the barracks along the Frio City Road were utilized as wards.

The efficiency of the Department may be best attested to by its works. Out of 2412 cases of influenza treated 333 developed pneumonia. But notwithstanding this, the deaths which occurred were only 52, an amazingly low figure, and a per centage, not equaled by any other Field or Camp in the United States. During the height of the scourge both doctors and nurses (the latter referred to as angels by the men) worked day and night and in several cases sacrificed their own lives, so enthusiastic were they in their work.

The officers and enlisted personnel of the Medical Department in Kelly Field are as follows:

### ROSTER

**Lieut.-Colonel**—Bauer, Louis H. **Majors**—Longacre, Raymond E., Williams, Perry C., Kollock, Charles W., Strong, Robert A., Chase, Daniel R., McLake, William, Repp, Dale E. **Captains**—Wilkinson, John C., Laing, William W., Shiner, William S., Meyst, Charles H., Clarke, Joseph J., Jurgens,



LEFT TO RIGHT:

Major R. H. STRONG, Lt. Col. L. H. BAUER and Major R. F. LONGACRE



## KELLY FIELD MEDICAL DEPARTMENT

Henry J. Bruchman, William E. Buckett, Carl, Glascock, Robert L. Graves, L. E. Bryson, Thomas F. Caldwell, Herbert, Nour, John E. Schmitt, Henri, Lackey, Joseph W. Barrow, Bernard, Collins, Edward E. Smith, Clinton K. Loper, Cleveland S. Mark, Kenneth L. Noble, Robert P. Bell, Robert W. Terrell, Charles D. Chaffin, Charles E. Cramer, Martin H. Barry, Raymond S. Robinson, Duane K. Hooper, John M. Weber, Timothy C. Beeby, Robert J. Lloyd, Henry C. Baklanoff, David H. Mitchell, Samuel E. Cull, George O. Haines, William H. Gage, Shirley C. Brown, Joseph L. Husey, Jay M. Spies, Chas. W. A. **First Lieutenants**—Willey, Gordon E. Hooley, Harry H. Gots, Charles C. Holland, Martin L. Comer, Monte C. Humphrey, Josiah M. Gaskell, Ray, Holm, Max, Luthman, Royal W. Seale, Enoch C. Levy, Maurice, Jacobs, Louis L. Hensell, Charles L. Evans, William H. Miller, Otis F. Smith, John E. Rangel, Harvey O. Wash, Lister, L. Fleming, William S. Crawford, James H. Bush, Loyal M. Graf, Carl H. McLean, William J. Roy, Kirby A. Kiddle, Howe K. Lugh, William W. Herndon, Jesse H. Phillips, James H. Parsh, L. M. Luke, James J. Milner, Robert M. Crego, George A. Younger, Charles L. Gilbert, Robert E. McWilliams, Charles A. Strachan, Harry M. Davidson, Joseph S. McElrife, James T. Lawler, L. E. Thomas, L. Heston, James S. Locker, Harry L. King, Franklin D. Smith, Fred M. Wilson, Donald R. McWhorter, Port, Gale, William M. A. Patterson, Herbert F. Atkinson, Paul C. Henderson, Raymond D. Debs, Leon S. Holgate, Charles E. Meek, strath, Henry L. Cobb, Fred A. Benner, Wm. H. McConnel, Douglas A. Gouge, Wadie F. Hunderman, Edward D. Nisbet, Douglas H. Mohler, David H. Montevold, Edward A. Schenck, Herbert C. Gausy, Frederick A. Wambler, Robert A. Pendleton, Fayette D. Campbell, Virgil M. O'Brien, Donovan A. Gadecke, Henry E. Jr., Mills, Ray T. Bosworth, King A. Sennathian, William, Bartels, Henry A. Kerne, Samuel F. Miller, William H. Pollock, Adolph A. Flon, Hall, Brown, Landon E. Richardson, Harley H. Koenig, Hugh, Cochran, John A. Stauffenberg, Henry A. Sunberg, Sol, Lovette, Paul V. **Second Lieutenants**—Nead, William F. **Sergeants**—King, Byron L. Stoddard, Charles L. Cleveland, Joseph W. Clark, Clayton J. Church, Roy C. Morlan, Ora S. Lockwood, Arthur C. Chayman, Jack, Houlind, Herbert B. Schreiber, Carl E. Edwards, Ira C. Hefendister, Harvey A. Moulth, George, Howard, Frank J. Krimman, Sam G. Dohman, Senckerman M. Brooks, Leo E. Fisher, Max, Meyn, Gustav L. Pickett, Henry C. Erickson, Schmit, Price, Silas F. Hunt, Russell H. Herber, Ralph, Gula, Louis, Frost, Courtland, McPhee, Frank W. Billig, Lloyd A. Eckenbrecht, Albert C. Davis, Walter C. Boyd, John A. Hyson, Philip J. **Corporals**—Young, Leonard, Cook, William A. Tynes, William E. Knapp, William, B. Yates, Melvin H. Frederick, John, Bond, Edward L. Grilich, John C. Crowe, Maltazard R. O'Donlon, Lawrence H. Bertrand, Arthur J. Brown, Charles M. Gies, Richard A. Jr. Jenke, Ben J. Ott, Wilbert F. Raymond, Charles M. Harlow, Warren H. Fuchberg, Charles, Gormley, John M. Henschel, Joseph E. Lufkin, Harold, Chadwick, James H. Collins, Thomas J. Morris, Joseph, Turner, Carl W. Hausman, Charles, Rose, Gustavus A. Martin, James W. Caskey, Thomas W. Dinsmore, Myron D. Lawrence, Murray V. Baker, George L. Cooke, Tedlow, Walter M. Tzell, Mikkel, O. Hesse, Onzie, Albinberg, Ray, Richards, George D. Richards, Thomas D. Baker, Ross, Lundgren, Edward L. Bais, Ralph V. Barnes, Will H. **Privates**—Allen, Ercine V. Arlington, Jesse S. Arlington, Sam G. Ayers, Pasquall J. Bartholomew, Ralph P. Barnett, James E. Bonfield, James A. Bradwell, Charles, Brink, Ivan A. Brown, Fred R. Browning, George M. Buckyell, Otto S. Burns, Charles E. Butch, Howard J. Byrge, Chelatus, Cuth, Colner J. Cecil, Clarence J. Chambers, Arthur, Collins, Martin B. Comer, Alvin G. Cunningham, Charles F. W. Davidson, Cecil M. Diamond, Leo, Dixon, Newton E. Dorman, Samuel, Dunnett, David N. Durnell, David D. Dyer, Arbie, Ebert, George, Edwards, Ewart S. Eisfeller, Robert C. Edwards, William C. Elliott, Perry C. Ferguson, Samuel L. Francisco, George, Fritz, Ryle H. Fread, Herbert H. Fritz, James, Garrett, Lee R. Hagelin, Louis A. Hilderschee, Lee E. Grady, William D. Green, Fred L. Goodrich, George S. Harmon, Charles S. Hawthorne, Harold T. Helgren, Eddie H. Hill,

Jesse B. Hodges, Fred E. House, Harry G. Iron, Charles L. Jakovsky, Wilbur A. Johnson, Albert N. Johnson, William K. Katt-nhorn, Roy C. Keenan, James R. Kelly, Edwin, Keithley, William H. Kennedy, Lester M. Koehler, Ghari P. Kuesterer, Fred P. Langaker, Miller, LaRosa, George H. Lindholm, George W. Linville, Orville D. Louvain, Mathew A. Makowsky, Albert A. Madelon, George E. Martin, Lloyd, McCoy, Ura D. McGregor, Rodney, Meura, Charles C. Mercer, Milton P. Mitchell, Charles, Meyers, Luther P. Nixon, Gerald L. Noel, James H. Norton, Edward H. Parls, Dolphis N. Patterson, Frank G. Plummer, Harry, Quinlan, Harry E. Rayling, Norbert E. Reider, Herman P. Rowell, Edward V. Rickel, Raymond E. Ridgeway, Albert W. Rodgers, John D. Schapiro, Harry, Schrock, Waldo E. Rhoades, Clinton M. Shaffer, Paul, Selder, Guy C. Shelly, John C. Siders, Raseco, H. Simpson, William M. Simpson, William N. Sloan, Willis J. Smalton, George, Smelter, Theron E. Smith, Jay L. Smith, Roy W. Steele, John L. Sweeney, Harold J. Taylor, Ross A. Thaxton, Clinton R. Tierney, Thomas F. Tiner, John E. Tippet, James H. Truitt, Herbert A. Walker, Gerald J. Watson, Henry L. Wegner, Albert L. Whelchel, Charles W. Womack, Charles H. Yakowitz, Henry, Yecum, Vern V. Yonevich, Alexander, Zimmermann, Harry R. Zwicker, Frank L. **Privates**—Adams, Rodney L. Asher, Ernest A. Austin, Charles P. Bagan, Thomas P. Bentley, Richard L. Berry, John F. Biggers, James H. W. Boram, Roy L. Boswell, Perry, Boudreau, John H. Boyd, Ralph, Brayman, Carl C. Brice, Nunnally B. Briscoe, Henry C. Britt, Clarence C. Britt, William C. Brooks, Clarence S. Carter, Charles C. Carter, Levy P. Chastain, Leoy C. Childs, Raymond W. Clendenning, Arthur O. Conner, Paul E. Conner, Walter L. Cooper, Edna R. Cox, Don M. Cron, Herman, Daugherty, Claude J. Day, John T. DeLam, Vernon O. Dyke, Hugh E. Eden, William B. Ellis, Rufus D. Erdst, Edwin F. Erdst, Oscar M. Evans, George E. Furling, Montague S. Fordergen, Emil, Flynn, Michael J. Ford, Albert H. Frank, John, Friedland, Gustav S. Friend, Louis, Frost, Hugh A. Folks, Sherman, Gausage, Leland, Gayway, Alvis B. Gausman, William, Glass, George, Gossfree, Walter C. Graper, Walter L. Green, Samuel, Grimsley, John F. Harris, Fred C. Harrison, Paul, Hatcher, Willie G. Hays, Paul, Hazel, Raymond, Hitchcock, Robert W. Hoyer, George M. Houck, Gerald C. Howard, Claude, Huxst, Fred, Hutchinson, Deryl J. Isenberg, Isaac, Johnson, James P. Jones, Frank, Katterjohn, Herman F. Kennedy, Joe D. Kindey, Joseph N. King, George H. Krantzberg, William, Landers, Bruce, Latham, Fred L. Lathan, Lloyd, Lloyd, Walter E. Lewis, Harry H. Lowe, Cuthbert C. Luigi, Viable, Mahala, Connie A. Mahalon, Roy E. Marabe, James W. Marando, Salvatore, Marco, James J. Mark, Thomas L. McAuliffe, Leo L. McCarthy, Lawrence J. McCollough, Weyman J. McGinty, Edwin, McKinnon, Archie S. McKinnon, Henry C. McNulty, Luther, Meyer, Arnold O. Meyer, Fritz, Moley, Coleman R. Nehring, Grant, Neuber, Frank S. Niemeyer, Edgar E. Nixon, Wilbur E. Noble, Frank H. Norris, Henry H. Nuccio, Salvatore, Scharo, Joseph E. Olson, Domenico, Olson, Alfred N. Olson, Ashmun, Owens, Geo. L. Padgett, Arthur, Paradise, David A. Patterson, Porter G. Patton, Fred, Paulson, Martin K. Perry, Wm. O. Peterson, K. John, Peters, Claude A. Poole, John O. Poore, Ezra B. Price, Roy L. Pruitt, Luther E. Query, Ernest J. Reeves, Thomas L. R. Reener, Willie, Rodine, John C. Ross, Raymond M. Rumph, Carl E. Ruppert, Stanley A. Sanders, Hugh R. Schinn, Kenneth P. Sheldin, John, Showell, Fred A. Shumer, Joseph A. Smith, Ernest W. Smith, Robert M. Spencer, William T. Stephens, Harrison, Swager, Rex L. Swanson, Oscar C. Thiel, Leo E. Tilton, Sammie C. Towner, Ciro, Vaughn, Archie W. Venutito, Tony, Vignach, Edward L. Vincent, Ernest W. Weather, Frank P. West, Wm. J. Weiss, Thomas, Werra, Frederick R. Wheeler, John T. Whit, Edgar M. Wier, Ernest W. Wilson, Clarence S. Wilds, John P. Williams, Benjamin D. Williams, Gladys L. Williams, Marion S. Wilson, James H. Winchester, Andrew N. Wain, Joyce C. Wain, Dave, Armstrong, William, Barnes, Joseph J. Bell, John H. Bostwick, William Jr. Bradley, Marion L. Brigham, William N. Buckles, Dean, Brothers, Arthur D. Dally, Christopher E. Day, Roger T. Duke, Louis P. Eager, Roy, Fieckinger, Emerson R. Hartnuth, Roy, Herman, Albert J. Hedgeson, Clyde T. Hurst, William, Johnson, Leo B. Leamon, Myville V. Leonard, Edward G. Manning, Joseph R. Moravick, Tom, Roberts, Richard F. Roschman, Louis J. Rotter, Erban L. Smith, Don F. Torrence, Mathias G. Walsh, Lawrence.



## PROVOST MARSHAL'S OFFICE

**T**HE PROVOST MARSHAL'S OFFICE was organized at Kelly Field on September 23rd, 1918, by Capt. J. C. Tureck, of the U. S. Signal Corps. Capt. Tureck was placed in direct supervision over the following departments: Military Police, Provost Guard, Prisoners, Police of the Field, All Fatigue Details and Instruction of Guards, on November 7th, 1918. He was also appointed Field Fire Marshal, relieving Major S. S. Hanks, who was assigned to the post of Demobilization Officer.

The following officers are on duty with the Provost Marshal: 1st Lieut. Earl Chadwell, in charge of the Military Police; 2nd Lieut. Monroe Hunt, Prison Officer; 2nd Lieut. Woodard C. Riley, Detail Officer; 2nd Lieut. Constan Jensen, Asst. Fire Marshal, Military Police and Police Officer of Kelly No. 1; 1st Lieut. Edward Schumacher, Asst. Fire Marshal and Police Officer of Kelly No. 2.

Capt. Tureck is a man of wide and varied Military experience. In all he has seen over 20 years service. He

served four years in Cuba and four and one-half years in the Philippines as an enlisted man. His longest term of service with any one branch of the Military Forces was seventeen and one-half years, which time he spent in the Cavalry. He was one and one-half years with the First Aero Squadron as an enlisted man. He was transferred as a First Sergeant from "L" Troop, 1st Cavalry to the First Aero Squadron on July 1st, 1916. Then he was commissioned from the rank of M. S. E. (Master Signal Electrician) at Kelly Field and assigned to Langley Field, Va., making the trip from here to Washington as Administrative Head of the Operations Section. He received his commission as 1st Lieut., A. S. C., in August, 1917, and was promoted to a Captaincy on February 19th, 1918. He was transferred back to Kelly Field on September 11th, 1918, and has been stationed here ever since. During the stormy times with our southern neighbors Capt. Tureck was a member of the punitive expedition and entered Mexico with General Pershing. Capt. Tureck is a 32 degree Mason.



## KELLY FIELD FIRE DEPARTMENT

**K**ELLY FIELD has a fire department second to no other army camp department in the country. On August 20, 1917, the first Fire Department was organized, consisting of one hand-drawn, 50-gallon, chemical wagon, drawn by four men. This was located in a little tent back of the Officers' Mess in the Training Brigade, in Kelly No. 1. Later, several other little companies and pieces of equipment of like order were put into service, but it was not until June, 1918, that the department was in possession of enough modern chemical trucks and up-to-date motor fire engines to warrant the name of a strictly modern department. At this time Fire Chief McAlpin, a man of long experience with the fire department in Oklahoma City, Oklahoma, was placed in charge, and from that time until the present improvements have been added and valuable additions have been made to the departmental operations which have proved very valuable.

The department has answered many alarms but the largest fire was probably that at Kellytown, when several large business places were burned. The San Antonio De-

partment also answered this alarm, but the Kelly Field Department rendered the most valuable service, being on the ground first. A large hangar fire in the Airplane Mechanics School and the Knights of Columbus building were also two of the fires on the Field which gave the firemen an opportunity to demonstrate their skill.

The alarm system is perfect. Alarm boxes are stationed at close intervals all over both fields and properly marked with red lights. An alarm turned in rings two gongs in the proper station, lights the lights and puts things in operation. By means of the Globe Quick Hitch suits the men can dress and clear the station within 15 seconds after an alarm is received.

The officers in charge of the department since its institution have been many. Lieut.-Col. Goodrich was the first in charge and he was followed by Lieut.-Col. Brant. After several other changes in departmental heads Major S. S. Hanks was placed in charge. He served up until recently, when he was relieved and assigned to other duty, Capt. John C. Tureck succeeding him.



## THE KELLY FIELD EAGLE

**R**EQUESTING the managing editor of a newspaper to write the obituary of his off-spring is one of those delightful little incidents which oftentimes arise in army life and inasmuch as compliance with orders has been one of the best attributes of a good soldier, there is nothing to be done but indulge in a few remarks concerning the why and the what of the Kelly Field Eagle, a paper which claims a backbone but no conscience.

The Kelly Field Eagle, although a Pioneer in Army Camp newspaper history, is not unlike the others of its kind which sprang up like mushrooms shortly after the entry of the United States into the war, and although the first number of the Eagle was undertaken more or less as an experiment, subsequent editions and increasing popularity resulted in the establishment of a camp newspaper on a substantial basis. Since its inception last April, 1918, the Kelly Field Eagle has never run an edition at a financial loss although incompetent business management at one time placed the paper in grave peril.

The Eagle first began publication in April, 1918, under the auspices of the Publicity Department, a department which was one of the first of its kind ever established in any military camp. This department was ordered into action under a special memorandum issued by Col. G. V. S. Quackenbush, then Commanding Officer of the Field and 2nd Lieut. Tom Poe, a former Little Rock newspaper man was placed in charge. Lieut. Poe combed the Field for men who had had previous newspaper experience and selected from a considerable number of applicants those men who had had Metropolitan training.

Sgt. Howard R. Bangs, who had been with the New York Tribune, and whose newspaper experience along management lines had been fairly broad, was delegated to edit the Eagle and he immediately set to work to organize a staff. The first number was more or less the work of about three men and it was issued under rather trying circumstances due to the fact that being a new institution on the field, the matter of censorship and contents were a grave concern. Military regulations as to the publication of news were so strict at that time that it was almost impossible to get anything by. The editors of the paper were exponents of a policy which would keep the enlisted men and officers informed of everything which was of importance to their welfare, while on the other hand the War Department had its own views on the subject.

The Kelly Field Eagle does not claim that its influence had any direct bearing on the sudden revolution of publicity ideas which enveloped Washington, but it does believe that its influence coupled with that of the other army papers, was a potent factor in developing the new idea in the army.

The Kelly Field Eagle was fortunate in having as members of its staff men who were specialists in their line. Sgt. Dennis B. McCarthy, a cartoonist who had long been well-known in newspaper circles, immediately began to develop a series of what might be termed "punch" cartoons, with the result that his work was soon copied extensively. Sgt. Roy C. Elmendorf, Sporting Editor and the man who wrote "Side-slips and Tale Spins," a column of humorous matter was another one of the chief contributors to the Kelly Field Eagle's success.

From April until August the Eagle went along with few changes. On the 21st of August Captain Fred J. White, who had been Commanding Officer of the 324th

Aero Squadron succeeded Lieut. Poe as Publicity Officer in charge of the Eagle. It was found with Captain White's entrance into office that a considerable reorganization of the Eagle was vitally necessary and although the editorial staff was held virtually intact, there was a complete reorganization of the business department, with the result that Sgt. First Class George H. Righter, now dead, a business organizer of prominence in civil life, succeeded Sgt. First Class George T. Oveton, as business manager of the Eagle.

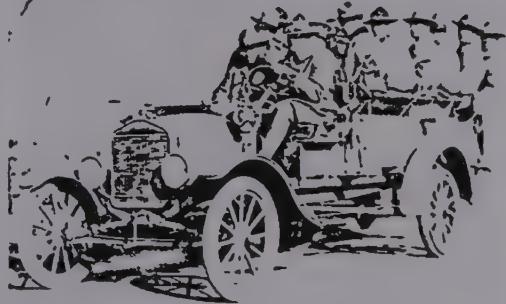
From the time of the change the Kelly Field Eagle became a warranted success in all lines and it was generally conceded both at home and abroad that the Kelly Field paper was the largest and the most versatile of all the army camp papers.

When the call to Officers Training Camps came in the Eagle suffered very heavily, nearly every member of the editorial staff being called to camp. It was again necessary to reorganize the staff with the result that the Eagle again managed to re-establish itself after combing the field for new papermen.

On Sunday, December 7th, 1918 the Eagle suffered one of its greatest losses in the death of its Business Manager Sgt. 1st Class George H. Righter. Sgt. Righter's death followed an attack of influenza which developed into pneumonia. Since that time Captain White in addition to his other duties has assumed the business management of the paper.

From an advertising point of view the Eagle has always been a marked success. The first Advertising manager was Pvt. George B. Barnhill a New York agency man, but he was sent to California for trade test duty on Recruiting Service and was succeeded by Sgt. Righter who acted as Advertising Manager along with his other duties. In the advertising department Sgt. 1st Class Jake F. Thomas, an Oklahoma City newspaperman, and Pvt. William E. Jones worked with marked distinction.

The Christmas number of the Eagle, 52 pages in all and beyond a doubt the largest camp newspaper ever published contained several thousand dollars worth of advertising which was almost the sole work of Private Jones.



One of the busses that helped shorten the distance between Hangar No. 24, Flying Department and the Training Brigades at Kelly No. 1. A fifteen minute service has been efficiently maintained, with huge passenger busses and these small Ford trucks.

## THE KELLY FIELD AMUSEMENT UNITS

**W**ITH the stroke of a pen that gave official recognition to one of the most unique projects ever launched in the United States Army, or in fact any Army, the Kelly Field Amusement Unit first saw the light of day on May 1st 1917. "The greatest thing that ever happened" was the verdict of the boys in the green-and-black hat.

In its Amusement Unit the big aviation camp has a potent weapon in the warfare against dull care. It has raised eventless nights from the weekly schedule, provided relief from the mental depression that is wont to accompany idleness and given the men something new and interesting to write and describe in their letters home. It has become a vital factor in the life of the reservation.

Lieut. Samuel B. Jacobson, was appointed to seek out and segregate all men with entertaining ability and this is the way he went about it. He conducted an exhaustive inspection, swiftly but systematically of the trade test cards. This done, he summoned before him the men whose cards he had selected. Then began a hurried but analytical questioning of the subject with a view to approving or rejecting the candidate.

Thus was the canvass of **Lieut. S. B. JACOBSON** the entire Field conducted, this was taken the initial important step toward the creation of Kelly Field's amusement unit. Then there followed a most intriguing stage of development—the try-outs. These were conducted along the same lines as are those which the public in almost any large city has enjoyed witnessing on the occasion of an "amateur night," except that there was no public there to do any witnessing, nor was there in evidence any subject of the vegetable kingdom which traditionally has figured conspicuously at such events. Candidates were classified according to their peculiar talent and then ordered up the stage individually to prove each his own merit.

And so the Field was fine combed until every man in it who had even the least pretensions as a performer was interviewed and in organization was built up that is known in camp circles all over the Army. The Kelly Field Amusement Unit has a reputation now that is envied by many professional organizations. Every mail, almost, brings its request from some camp in the United States for information relative to the Unit and the manner in which it was organized and is being conducted.

In San Antonio the Unit is in constant demand. Unfailingly and with the good humor and willingness that is part of the professional performer, the members of the Unit have taken part in every Government campaign that has been launched. Red Cross, War Camp Community Service, Liberty Loans, War Savings Stamps alike have shared in the able assistance of these capable men. Even private organizations who were conducting campaigns for some worthy fund were given the assistance of the Unit.

A regular "circuit" was organized by Lieutenant Jacobson wherein each night was set aside for some particular welfare building and as bills were changed weekly for this location the men were able to see a new show in their own favorite rendezvous. Later on other camps requested that they be included in the circuit and now in addition to Kelly Field regular weekly shows are given at Camp Stanley, Camp Travis, Camp John Wise, Camp Normoyle, Fort Sam Houston and Brooks Field. As there are over a dozen welfare buildings on Kelly Field, which were covered by the Unit, sometimes as many as six and seven shows were given each night.

This, of course entailed a great deal of bookkeeping and keeping of records. Again when an act had once gone over the circuit it was an "old act" and had to have a new vehicle for its next appearance. This of course, had to be procured and the Amusement Office was the scene

of much weary thought and pencil chewing while new acts were written.

In the ranks of the organization there is to be found virtually every type of performer known to the vaudeville stage. Drama, comedy, mystery, music, acrobatics all have their respective places in the Unit, and each is doing its part to alleviate that feeling of heart-emptiness that comes with the darkness at the end of a day of toil. Some of these playfolks, perhaps, enjoyed in civilian life a wider popularity than did the others, but this fact is forgotten in the enthusiasm over the great common cause in which all are engaged.

From hated Germany came one man to join America's Army and then go back to fight; but he was caught in the dragnet of Kelly Field's amusement unit and now he is coaxing Chopin, Liszt and Irving Berlin from the piano instead. He is **Chaufeur Robert E. Mitchell** of Torrington Conn., who was finishing his course at the Munich Conservatory of Music at the outbreak of the war. While his repertoire extends to include all the present-day jazz melodies, the heavier classics constitute his forte, and even the syncopation-loving rookies sit awe-stricken as he pounds out an interpretation of one of the old masters.

Then there is **Robert R. Carrick** a Bonnie Scot "w' a braw burr." He brings the immortal Harry Lauder over the seas from the land of the heather and steps into the famous Scot's shoes on the stages of the various buildings on the Unit's circuit. **Henry B. Ellis** the famous "Tex" Ellis, is another of the bright stars in the organization's firmament. As a delineator of the "mean nigger," "Tex" is without compare and his "Mess-Hall Drag" is a dance that will long be remembered. **John Henry**, a Brooklyn boy is one of the leading comedians of the Unit. His typifications of an excitable Hebrew are excruciatingly funny which in connection with his remarkable tenor voice, make him in constant demand everywhere. He was so well known that the manager of one of the local theatres prevailed upon him to play at his place for a week. "Smiles" Henry, so called because of his beautiful rendition of the popular song by that name, with his partner, **Beit Bergman** is "aces" with the men on the Field. **Francis Meiers** known on the professional stage as **LeMaire**, is the world's champion skater. He is the inventor of the "unicycle" skate which he uses in his act and his work on them is truly the poetry of motion. With his partner, **Joe St. Pierre** who is also a skater of reputation and no mean ability, they do an act that is a credit to the Unit. In **Clyde Kolkloesch**, "Koke," the Unit has a man who is well known in the Carnival world. He is a magician and illusionist and his clever manipulation and legerdemain are the marvel of his audiences. He is the exponent of the hand-is-quicker-than-the-eye theory and is the originator of a score of magical experiments which have become standard among the profession. On the stage he is "Valda." **Jack Tucker** and **Roland R. Lockard** Jack and Rollie, are two performers of rare ability. With a magnetic personality and a Rooseveltian smile, **Little Jack Tucker** surely sets the heart of many of his fair auditors a-flutter. **Lockard** on the piano is Mr. Jazz himself. In the words of a rookie who blustered his hands applauding him, "that guy can make the piano sit up and follow him." **Joe Fagundes** is a famous Portuguese piano-accordionist. His wonderful interpretations of music, from grand opera to "blues" are the talk of the Field. This little dark-eyed, black-haired musician has played before royalty and never leaves the stage because his audiences have enough of him. The little wizard of the accordion is one of the most popular of the performers. And then there are **Ponzillo** the Italian tenor, **Reynolds** the contortionist, **Warfield** and **Blough**, black-face comedians, **Schubert** the ventriloquist, **Deizell** the baritone, **Melson** the cartoonist, "Baron" **Beatty**, the unhappy tramp, **McLaughlin** the strong man, **Hamel** the acrobat, **O'Connor** and **Reichenbach**, dancers and comedians, and a host of others, too numerous to mention.

Kelly Field started something when it started its amusement unit. And it was something that could not fail in the face of the labors that were expended in its launching. Now it is enjoying more than its due measure of popularity. It is a human moulder—moulding dimples to catch the tears. It is fire—fraternal fire—melting sorrow, loneliness and desolation to nothing, in the crucible of human happiness.



## KELLY FIELD GLEE CLUB

**T**HE KELLY FIELD GLEE CLUB was formed by Post order of June 18, 1918, the purpose of the organization being to form a Pioneer Army Chorus that would be an inspiration to other camps and reflect credit upon this Field.

The organization was entrusted to the Post Song Leader, David Griffin, Army song leader of the War Dept. Commission on Training Camp Activities.

From the first applicants less than a score were selected and after several rehearsals the Club made its first appearance at the Italian Fete on the eve of the fourth of July at the Aviation Club in Kelly Field No. 2.

The chief endeavor of the Kelly Field Glee Club has been to entertain the welfare organizations around the nearby city, at Clubs, Churches and schools, and particularly may they assume credit for considerable of the success of Community Singing in local parks, and auditoriums to which they drew thousands whenever they appeared. Such an inspiration to song, indeed, did the Glee Club prove that they appeared upon request in many of the largest cities of Texas in promotion of Community Singing.

The giving their first concert in July the fame of the Glee Club had spread by September so widely as to bring a request from the Deputy Governor of the District to the Commanding Officer of Kelly Field, Col. G. V. S. Quackenbush for the service of the Club in the Fourth Liberty Loan Drive in the 11th Federal Reserve District.

Responding to the request, the Club toured Texas, from Houston on the East to within ten miles of the Oklahoma

border on the North, appearing in fifteen cities. Such comment as the following from the report to Dallas Headquarters of the Chairman of the Loan Committee of Austin, the capital of the State is typical of that elicited in all the cities visited: "Kelly Field Glee Club thrilled audience in House of Representatives to enthusiastic applause in the greatest rally ever held in Austin."

Close upon the heels of the Liberty Loan Drive followed that of the United War Work Campaign for which the Club again toured.

The Club members themselves feel that their best singing was done at the breakfast given by the San Antonio French Orchestra Committee at the Country Club in honor of the Societe des Concerts du Conservatoire de Paris, the French Symphony Orchestra touring under Andre Messager and at which they were also guests. This audience of artists, the most critical judges of music that could hear the Club, was loud and unanimous in expression of the highest praise of the vocal merits and attainments of the Kelly Field Glee Club. Mr. Messager congratulated the Glee Club director most heartily and wrote him an autographed letter declaring the Societe would remember the singing of the Club as one of the most enjoyable experiences of their entire tour thru the United States.

The Glee Club has filled a tremendous want and will always be remembered as an indispensable organization that spread cheer and good fellowship throughout one of the greatest camps in the country.



## KELLY FIELD ATHLETICS

**K**ELLY FIELD, as might be expected from its cosmopolitan character and the large number of College men among the officers and men stationed here, has won more honors in athletics than any other Camp or Field in the Southern Department. Athletics were first given official recognition on the Field when Capt. C. A. Reid and Lieut. Nathan Malefski began organizing teams and planning events. Later Capt. Reid was transferred "overseas" and Lieut. Malefski took charge with Lieut. H. Vanocker as his assistant. Since that time these athletic events and contests have played an important part in keeping up the Kelly Field spirit. At the present time Lieut. Clough is Post Athletic Officer, and the work is flourishing under his competent direction. All kinds of events have been staged, usually on the outdoor platforms at the various Y. M. C. A. buildings in Kelly, or wherever else might be practicable, and teams from this Field have gone to other fields and participated in athletic meets. Almost every branch of athletics has been rep-



Big Foot Ball Game

resented at Kelly, to-wit: basketball, calisthenics, swimming, field athletics, cinder path, tennis, football, baseball, boxing, wrestling, etc.

Last year's basketball team received only one defeat when they lost to Eagle Pass by a score of 23 to 21. They won the championship of San Antonio by defeating the St. Mary's team 38 to 12. This year's team promises to be even stronger than last year's. Lieut. Malefski is coach.

The swimming team has also won signal honors, having won the Inter-Camp meet held at Medina Lake. Grace, Millard, Downes, Short, Tilden, Walters and Eader have won honors for this team in various events.



Track Team



Base Ball Team

At the Southern Dept. meet at Camp Dick, Austin, Texas, Kelly Field's team came out second in the Cinder Path contests with 23 points. Camp Dick won with 26. A Kelly Field team consisting of Larson, Buck, Saranac and Willoughby went to Chicago to compete in the National A. A. U. Championships held there on September 21st, 1918, and several of the men won high honors. Lieut. Buck won the pole vault with 12 feet, 3 inches.

At the Southern Dept. Tennis Meet at Dallas, Texas, Lieuts. Broad and Brush won the championship in doubles and Capt. Horace G. Soule in singles.

The Field has also maintained an excellent football team, which held the championship of the Southern Department. It was composed mainly of a group of ex-college athletes and was coached by Lieut. Frank McHale.



KELLY BASKETBALL TEAM, 1919.

Leading from left to right.

Standing.—Harm—guard, Lieut. McKean—forward, Lieut. Sherburne—Post Athletic Officer, McLaughlin—forward, Unger—guard, Cadreau—Trainer.

Bottom Row, Sitting.—Moulton—forward, Lund—guard, Kahn—captain and forward, Golden—forward, Kelly—center.

At present this team is leading the Army Basketball League with a percentage of 1000.



SITTING, LEFT TO RIGHT:  
BREEN, MARTUELL of Cuba, McCULLIF, HENRY MANNING, LI. SHERBOURNE, CUDI. SOULE, LI. VANOCKER. "WILLIE" AMES, THOMAS, PATRICK MCGUGAN  
STANDING, LEFT TO RIGHT:—LANDERYOU, BINGERMAN, PERSHING, "DUDE" CLARK, CALANTINE, HARTMAN and JOSEPH S. CAVARETTA

### KELLY FIELD POST EXCHANGE

**T**O those who are unfamiliar with the name Post Exchange let it be explained that it is the cooperative mercantile institution of the Army Man. More fully it is an organization which dispenses merchandise, operates restaurants, barber and tailor shops for the benefit and convenience of the men of any Army Post or Camp. The selling price of each article is either actual cost or slightly above; and any profits which are earned are distributed among the men in the form of a dividend.

The basic principle of "buying necessary goods in large quantities and of disposing of them to the men at the lowest possible cost" has placed the Kelly Field Post Exchange among the greatest in the United States Army.

The Kelly Field Post Exchange was originally the Squadron Exchange of the 3rd Aero Squadron, which was organized November 3rd, 1916. As a Squadron Exchange it started on a credit basis, without any capital other than the Squadron backing it. The Squadron Exchange was conducted as such until May 1917, when, because of the growth of the field, Sub Exchanges were established. The consolidation of these into a new Exchange was effected by the Post Exchange Council, which met June 7th, 1917. This new organization took the name of the Kelly Field Post Exchange, and with this we have the real beginning of the present institution. Lieutenant Vautsmeier became Post Exchange Officer.

At this time there were two Sub Exchanges maintained, one located near the Headquarters of the Trades Division, the other near the Main Headquarters buildings. Due to the rapid growth of the field it was necessary from time to time to establish additional Sub Exchanges. The high water mark was reached during the months of February, March and April, 1918, when there were approximately forty thousand troops on the field. The number of Sub Exchanges at this time totaled fifteen while the force necessary to operate them was about two hundred and fifty men.

The magnitude of the business of the Kelly Field Post Exchange is best illustrated by the figures, \$133,308.34. These figures represent the total sales for the month of April 1918.

The Kelly Field Post Exchange was formally organized June 7th 1917, and as it continued to grow its scope of business widened and other forms of mercantile interest were absorbed into the system. The establishment of restaurants at Sub Exchange Numbers 1 and 37 was followed by a chain of Barber Shops throughout the field. At this time Lieutenant Oscar Brown succeeded Major Vautsmeier as Post Exchange Officer, and Lieutenant Earl David became Purchasing Officer.

Under this new management several new features were added including establishment of a Grocery Department



and Meat Market in Kelly Field No. 2 for the convenience of the Officers quartered on the field, and the establishment of a Tailor Shop in connection with Sub Exchange No. 1.

On September 12th, 1918 Lieutenant Brown was succeeded by Lieutenant Earl David, assisted by Lieutenant William H. Cline, Jr. The greatest change which took place under this management, from the view point of the consumer, was the reduction of the profit on sales. Goods were placed before the men at the lowest margin of profit. In fact, owing to careful buying the Post Exchange has been able to sell goods at prices that were quoted before the war.

The Exchange grew so rapidly that it was not necessary for any Squadron organizing or coming to the field to pay in money to purchase stock in order that it might participate in the dividends. Under this principle every Squadron became a share holder in the Post Exchange, and participated in the dividends until its disorganization or departure from the field. The dividends earned were figured on net profit, and at first were distributed according to the number of shares held by each organization. Later this was found to be a cumbersome method, which worked a hardship on the organizations participating so a new method was installed.

This method was based on the number of men in the organization and the length of time they had been on the field during the time covered by the dividend. Each month during the period covered by the dividend was figured separately in order that organizations having men transferred into them might receive the benefit derived because of the growth in strength, and likewise where men were transferred from an organization they did not receive the proration for these men. Old organizations and new, received proration on equal basis.

A total of approximately \$150,000.00 in dividends has been paid by the Post Exchange to the Squadrons on Kelly Field. Of this amount \$74,264.87 was paid out during the six months ending October 31st, 1918. Since that time \$75,000.00 more has been paid. In accordance with the policy of keeping the interest of the men always in mind, the Post Exchange Council declared a Christmas Dividend which was distributed the week before Christmas. Not





Lieut. CLINE



Lieut. EARL DAVID

only have the men of Kelly Field profited by these dividends but also the Squadrons in other parts of the United States, France, England and Italy which were organized on this field.

All of these dividends have been declared on a ten per cent margin of profit, which has now been reduced to two and one-half percent net margin. In commenting on this decrease in profit, Lieutenant David, Post Exchange Officer, said: "We found that our trade increased to such an extent on a smaller margin of profit that we were able to declare larger dividends on smaller profit than when we were charging higher prices; furthermore, our stock is turned so rapidly that no money is lost carried over. However, the biggest factor in producing these dividends was the centralizing of purchases, which the Kelly Field Post Exchange has practiced from the start. We purchase in thousand

lots what a Squadron Exchange would have purchased by the dozen."

In addition to Squadron Dividends, the Post Exchange Council authorized at various times donations to the following: Post Athletic Council, Flying Department, Concentration Brigade, Air Service Mechanics School, and Morale Office. The total amount of these donations was approximately ten thousand dollars and was expended for the direct benefit and amusement of the men on Kelly Field.

Perhaps it would be interesting to know that these dividends are used by the Squadrons to provide additional delicacies to the army fare, provide social amusement, necessary articles for the men, athletic equipment and other items. The continual question, "When are we going to receive another dividend" will tend to show with what welcome they are received.

Like all mercantile institutions of such magnitude the Kelly Field Post Exchange has had its problems to solve. The chief problems were of such nature that they fell to the buyer for solution. The inability to obtain merchandise of all classes; the rapid rise in price of merchandise of all classes; and the fluctuation of the number of men on the field were some of the irritating circumstances that have prevailed.

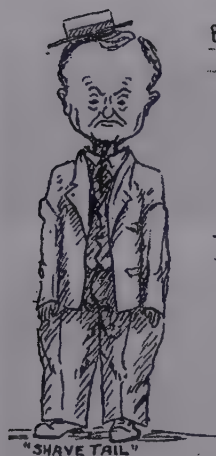
All of these difficulties and many other minor ones seem to have been solved in due course and when taken into consideration together with the unquestionable financial prosperity it is only reasonable to state in conclusion that the career of the Kelly Field Post Exchange has been an unqualified success.



Flying Department Post Exchange







"SHAVE TAIL"

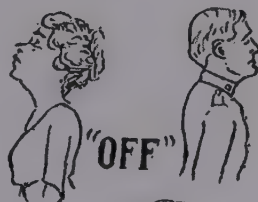
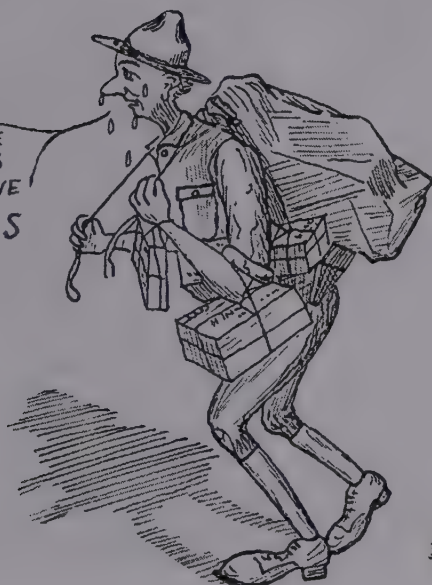


ENLISTED MAN



# OUR RETURN TO CIVIL LIFE

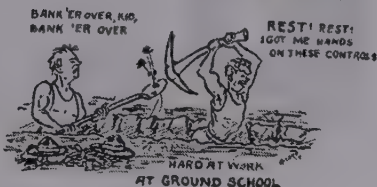
THEY USED TO HAVE  
MULES TO DO THIS  
BUT NOW THEY HAVE  
AVIATORS



"OFF"



"CONTACT"



BANK 'ER OVER, KID,  
BANK 'ER OVER

REST! REST!  
IGOT ME HANDS  
ON THESE CONTACTS

HARD AT WORK  
AT GROUND SCHOOL



## THE TRANSPORTATION DEPARTMENT

**D**URING the first months of the existence of this Post the 3rd, 4th and 5th Aero Squadrons and a Quartermaster Truck Company possessed all the motor trucks on the field. Altogether there were about fifteen Packards, ten 2 ton and five 3 ton and 30 Nash Quads. At that time the Supply Office was not connected with Transportation. The truck sheds were used for storing these trucks at night, and there were accommodations for approximately one hundred machines.

Later a Transportation Department was organized as a branch of the Supply Department. A dispatcher and truckmaster were placed in charge of the truck sheds. The fuel for the operation of the machines was located at the sheds and each driver helped himself to the amount he wanted and reported same on a daily sheet. There was no check made so it would not have been difficult for a chauffeur to draw five gallons of gasoline and report only one gallon. It is needless to say that this method in which the honesty of the individual was relied upon was disapproved.

About October 1st a Transportation Office was established a short distance from the Supply Office and a private phone was installed connecting the Truck Sheds and this office. A short time afterward a Transportation Officer, Lieut. Chas. A. Reid, was placed in charge. At that time the system of referring all orders received at the Truck Sheds to the dispatcher at the Transportation Office for approval was started.

Soon it was seen that data on the maintenance of vehicles was inadequate. To correct this condition the various departments now in existence—Consolidated Report Department showing the cost of maintenance, the Gas and Oil department showing the

amount of gas and oil used and checking the drivers reports with the record of issue, the Supply Department keeping a supply of small equipment for the trucks and the Dispatching Department, the work of which called for distributing the machines and recording the activities of each—were begun at the Truck Sheds, about September 15th, 1917. At this time the garage was established and was able to take care of all engine trouble.

When this department was first organized it was equipped with about 47 machines and 21 motorcycles. Up to date this department is equipped, with, which includes all motor transportation on the field, 226 trucks, 54 touring cars, 97 motorcycles and 7 bicycles.

The use of this greater number of machines necessitated a larger personnel in the whole Transportation Department. At first there were difficulties in obtaining drivers for the vehicles. Enlisted men from various squadrons of the field were detailed on special duty with the Transportation Department. The first step in the correction of these difficulties was to transfer these men into organizations close at hand, such as the 112th and 145th Aero Squadrons, where they could be disciplined. A short time afterward two Transportation Squadrons were organized 323rd and the 681st Aero Squadron, and only those men who were actually on duty with the Transportation Department were transferred to them.

From December, 1917, to March, 1918, competition for transportation was keen. About February 1st the present method for determining accurately the need of any department or persons for transportation and the size of the machines needed was discovered. The work of the Efficiency Department, based on the foregoing idea, was to record



Capt. JACK DOUBLIN



Lieut. CHAMBERLIN





## AT KELLY FIELD

the use obtained from the machines on all the hundred or more permanent orders filled by the Transportation Department. When the use of any department for its machine became less than the average use obtained on the other permanent orders that department was unhesitatingly deprived of part or all of the number of machines furnished.

On December 23rd, 1918, the system of pooling the machines went into effect. This however did away with all permanent orders and will do away with the unnecessary use of machines. In this case where there is transportation needed, the heads of the various departments call the Transportation Office and state kind of vehicle wanted, time wanted and how long to be used. If any vehicle is out on an order, the driver is instructed to wait no longer than fifteen minutes and then return to the Truck Sheds.

All machines are used to their greatest capacity when ever possible for it is considered better to run part of the trucks full capacity all the time and to let the balance lie idle—as long as transportation demands are supplied—than it is to distribute the work among many machines in such a way that each one of them is being used part of the time with a load equal to only part of its greatest carrying capacity. It is clearly seen that machines lying idle do not require drivers, fuel or oil, repairs or maintenance and therefore a considerable saving is accomplished.

Formerly the freight carrying machines were stopped in certain districts of the Post by officers who wished to ride. This constant stopping and starting delayed the machines, increased the use of gas and oil and raised the cost of maintenance. Partly to eliminate this nuisance and partly to facilitate business on the field a passenger bus line was established connecting the various important departments of the fields. A fifteen minute schedule is maintained and stops are made at all important points. The busses are always loaded to capacity showing thereby that they are greatly needed.

Every Sunday morning at 8:00 o'clock inspection of all machines of the Transportation Department is held at the Truck Sheds by the Transportation Officer. At this time the condition of every machine is carefully noted and the drivers are held accountable for any damage done during the preceding weeks. Drivers are made to feel responsible for their machines and to realize that any neglect on their part will result in discovery and if necessary severe punishment.

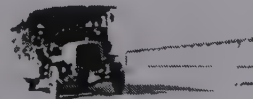
During the month of January, 1918, the mileage for all the machines was about 114,016 and 18,729 gallons of gasoline used.

The present officers are, Captain Jack Doublin, Acting Motor Transport Officer, Lieut. Thos. E. Gore, Assistant Transportation Officer, Kelly No. 1 and Lieut. Chamberlin, Assistant Transportation Officer Kelly No. 2.

The personnel of the Transportation Department during the months of December, 1917 to June, 1918, was about 450 enlisted men. Today there are about 265 men. The Non-Commissioned Officers who have helped organize and who are still making the Transportation Department a business like organization, are as follows: Sgt. 1st Class Thomas C. Rubin, Chief Clerk; Sgt. 1st Class George S. Wills, Chief Truckmaster; Sgt. 1st Class Calvin M. Sandy, Chief Dispatcher; Sgt. Howard G. Myers, Supply Sergeant; Sgt. 1st Class Mathias S. Rott, Truckmaster; Sgt. 1st Class Alexander M. Scudder, Truckmaster; Chauffeur 1st Class Harvey Phelps, Truckmaster; M.S.E. Robert Suggs and M.S.E. U. S. Keller, in charge of garage, Sgt. John L. Schlegel, Motorcycle-master.

### CAPTAIN JACK DOUBLIN

Commissioned from Leon Springs T. C. as 1st Lieut. November 27, 1917. Assigned to duty at 1st Tr. Br. Dec. 25, 1917. C. O. 632nd Sqdn. March 17, 1918. Appointed Captain May 9, 1918. Transportation Officer July 1, 1918. Appointed Acting Motor Transport Officer January 18, 1919.



## AVIATION GENERAL SUPPLY DEPOT—KELLY FIELD

**T**HE brilliant success attained by the American Air Service in the fight for Democracy could not have been achieved without the splendid co-operation of the various activities in connection with Aviation Supplies, and it may well be said that the Aviation General Supply Depot, San Antonio, Texas, played no small part in this particular phase of the Air Service of the United States Army.

Its inception was but a trivial mark in the future supply depot system of the Air Service, and it is but a year, when what is now known as the Aviation General Supply Depot was located in a galvanized iron building on South Flores Street, this city. Its personnel numbered two commissioned officers, a few enlisted men and some civilian employees. The huge quantity of supplies purchased by the Aircraft Department at Washington soon began to arrive at the Supply Depot, and a continuous increase in personnel was necessary to meet the urgent demands of the Depot.

The Commanding Officer of the Depot at that time was Captain J. C. Tipton, Jr., and following this officer's request for the assignment of an Aero Supply Squadron to the Depot telegraphic orders were received stating that a Squadron would be transferred from Kelly Field, Texas, as the personnel of the Depot.

On January, 1918, the 675th Aero Squadron was transferred to the Depot, and as a vigorous search had been made by the Commanding Officer for men possessing the necessary qualifications in the supply business, the enlisted strength was composed of men of exceptional ability. The Commanding Officer of the Squadron was First Lieut. John C. Dewey, Jr., and the Supply Officer, First Lieut. William P. Bates.

During the month of June, 1918, the Aviation General Supply Depot had been completed, and the main office and supplies stored in the city were transferred to the Supply Depot. Previous to this transfer Captain J. C. Tipton, Jr., was transferred elsewhere, and Captain Samuel Anabic assumed command.

The volume of supplies handled grew in leaps and bounds, and it was soon found necessary to secure the assignment of the 662nd Aero Supply Squadron, then stationed at Kelly Field No. 2. This brought the enlisted strength of the Depot up to three hundred men.

The Aviation General Supply Depot, is considered one of the largest of its kind on the North American Continent and is almost nine hundred feet long by three hundred feet wide. It is a concrete and steel structure and was built by the well known Government Contractors, Stone and Webster. The Depot is subdivided into eleven different warehouses where articles and material of a distinct nature are stored. A double trackage system subdivides the warehouse and between two and three hundred car loads of supplies are being unloaded for receipt, and again reloaded for issue monthly.

Modern equipment of every description is utilized in the performance of the supply work of the Depot and electrical trucks, revolvers and trailers are kept humming throughout the Depot daily. Hundreds of aeroplanes of



various types, and thousands of items comprising all necessary material for the supply of flying fields have been received and issued, and it is no exaggeration to state that supplies have been sent to every part of the United States of America.

Lieut.-Col. Wm. F. Pearson, S. C., assumed command of the Depot on August 25, 1916, and continued in command until December, 1918.

The following extract published in General Orders Number 16, dated December 28, 1918, by order of the Commanding Officer of the Aviation General Supply Depot is quoted as recording the status of the Depot in official circles. "I wish that you would convey to all officers, enlisted men and civilian employees at the Depot just how much I appreciate the work they have done in bringing the Depot to its present state of efficiency. I find that here in Washington, the Supply Depot at San Antonio is rated far ahead of all others. I take no credit for this, however, myself, as it belongs to the officers, enlisted men and civilian employees, who gave me such loyal support when I was in command. I hope they will be as faithful to the new Commanding Officer as they were to me." Signed: Lieut.-Col. Wm. F. Pearson, S. C.

Major George H. Brett, A. S. A., J. M. A., who has seen over one year service at the front, assumed command of the Depot the latter part of December, 1918, and under his guidance the Depot is maintaining the splendid record it has achieved since its inception.

Captain George W. Gibson, A. S. A., M. A., is Adjutant of the Depot and under his supervision the necessary military functions are carried out. 1st Lieut. John C. Sloan, A. S. A., is Officer in Charge of Warehouse and under his guidance the duties of the organization in respect to the receipt and issue of supplies are administered.

The following officers complete the commissioned personnel of the Depot: 1st Lieut. John P. Hermes, Disbursing Officer, 2nd Lieut. Henry E. Deal, Assistant to Warehouse Officer, 2nd Lieut. Francis M. Wright, Warehouse Police Officer, Summary Court and Survey Officer, 2nd Lieut. Lee T. Fowler, Traffic Officer, 2nd Lieut. C. C. Wurzbach, Purchasing Officer, 2nd Lieut. John W. Dean and 1st Lieut. Thomas F. Eagen.





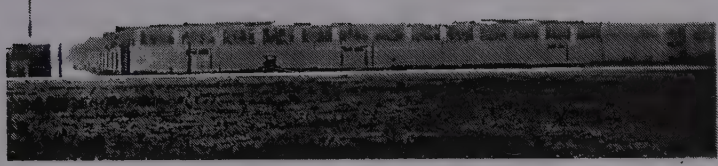
ENLISTED PERSONNEL  
A.G.S.D.



A.G.S.D. OFFICE



ENLISTED PERSONNEL A.G.S.D.





AERO SQUADRON 144

PHOTO BY STEELE

**T**O THIS squadron belongs the distinction of being the "oldest" Squadron in Kelly Field. In its infancy—in May, 1917—it was known as the First Provisional Headquarters Squadron. In August, 1917, it was officially organized as the 144th Aero Supply Squadron and its personnel made up of men on special duty at Post Headquarters. In February, 1918, the number of the squadron was changed to 632, and in May, 1918, it was again changed to 144th.

This squadron has always been known as the "Post Headquarters Squadron," due to the fact that practically every man in the organization except those on squadron duty, is on duty at Post Headquarters. Therefore, the enlisted personnel of the 144th has been rated as about the highest of any organization on the Field, due to the duties that members of the Squadron performed.

The 144th has been particularly fortunate in having most efficient officers in command and as a result perfect harmony has reigned at all times and members of the command have been as one big happy family.

The following officers have been in command of the 144th Squadron since its organization in May, 1917: 2nd Lieut. E. H. House, Capt. S. H. Wheeler, J. M. A.; 1st Lieut. Walter I. Waite, 1st Lieut. Norvell P. Chapman, 1st Lieut. Roy L. LeBourgeois, 1st Lieut. Wayne C. Poucher, 2nd Lieut. Earl W. DeNio, 1st Lieut. L. A. Felder, 1st Lieut. Christian H. W. Lucke, 2nd Lieut. Edwin C. Kirker, and 1st Lieut. Fred G. Russ, present Commander.

#### ROSTER

Sergeant Major—Brown, Warren A. Squadron Clerk—Williams, Albert J. Supply Sergeant—Wolff, Frederick A. Master Electricians—Landy, Antonio H. Sergeants 1st Class—Bichter, George H., Little, Robert D., Duval, Robert E., Hachitt, Lloyd, Sax, Charles, Meckel, Charles E., Smith,

Robert A., Lake, Albert R., George, D., Howard, Adam, Clayence S., Hatch, Carl E. Sergeants—Harris, William H., Harrington, James S., Kimmel, Jacob, Ground, Leo H., Jones, Irl, Lewis, Raymond J., Evans, Michael J., Fletcher, William J., Marx, Charles, O'Donnell, James J., Stafford, John M., Cooper, Raymond A., Weber, Leo, Harrison, Junius H., Cobb, Charles D., Jr., Baird, George L. Corporals—Jillson, William E., Jr., Derby, Paul W., Coyne, Walter, Hoeker, Frank, Kachel, Howard L., Blow, Richard H., Shiersmith, John, Lattie, Leslie E. Chauffeurs 1st Class—Gifford, George W. R., Grecke, Fred W., Dunn, John Y., Brelford, Elmer J., Kullinsworth, Mark E., Keane, Edwin A., Cassidy, Frank J. Chauffeurs—May, Noel E., Brown, Jared V., McMillin, Robert B., Thompson, Raymond H., Payne, Joseph K., Scott, Robert D., Wright, George D., Smith, Ransom V., Williams, Monroe E., Tlee, Walter H., LaS, Jacob, Perlman, Herman, Elmendorf, Roy C., Zink, George H., Snelzer, Francis E., Bliss, William B., Magnusson, Carl G., DeMarco, Achille G. Cooks—Peterson, Edward, Scott, Lawrence B., Baker, Lincoln S., Mellick, Earl. Privates 1st Class—Auhl, Lester E., Bay, Randall W., Benham, Ralph, Bishop, Morris, Hurdall, James C., Fricland, Jack J., Grisham, Jesse F., Habera, Martin, Hobbs, Frank C., Malone, Michael E., Rupert, Harold E., Scott, John E., Sind, Joseph A., Stinner, William L., Stockwell, Julian P., Strauss, Irving, Wilkie, Joseph, Wittenberg, Emanuel E., Bryan, Lewis A., Bouver, Ambrose M., O'Neill, Edward L., Howell, William E., Rodriguez, Louis. Privates—Alexander, Francis L., Bahr, Charles, Barrett, Lawrence E., Batley, Hain L., Bechtold, Edmund A., Bergman, Herbert, Bozjham, Oscar, Bissel, William H., Boers, Harry W., Cresser, Stephen T., Chafetz, Israel, Chadwick, Vincent D., Christman, Bernhard, Clayton, Virgil G., Cushman, James D., Dahm, Frederick P., Danulla, Peter, Dennis, Leo, Edgar, Harold L., Ellkins, Arthur E., Goldman, Maurice J., Goldstein, Herman L., Graf, Charles, Handchund, Osbourne, Harris, Walter S., Henry, Edward S., Howard, John, Hughes, Abraham, Irwin, Mlo D., Jones, Don D., Kay, Harvey L., McRoy, Claude, Martin, Fred A., Melrkens, John H. C., Miller, George W., Mann, Mitchell E., Myers, Byron M., O'Donnell, Charles F., Patrick, John L., Perry, William C., Radous, James, Reed, Ernest A., Reitz, Aaron W., Saunders, Earl J., Silvers, Charles S., Souville, David, Stahl, Albert, Stelwer, Dee C., Stellingr, Jacob, Stohle, Carl A. M., Troutman, Duncan P., Ward, Clayton G., Watson, John E., Willoughby, Thomas E.





AERO SQUADRON 145

**T**HE presence of from thirty to forty thousand men in Kelly Field during the fall and winter of 1917 and the dearth of amusement were the prime causes for the formation of the Kelly Field Band, which was an outgrowth of an idea of Major P. E. VanNostrand, then Adjutant of the post.

The need of instruments and music for the band and orchestra was met by a fund derived from a Minstrel performance given by Kelly Field and San Antonio talent, January 10-11, 1918, in San Antonio at the Grand Opera House, under the direction of Major J. M. White and Sgt. Kenneth O'Hara. Special scenery was painted by Lieut. Wm. G. Perry. Capt. Harry H. Robertson also assisted with his excellent vocal talents.

The success of the Minstrels brought forth such an array of talent that soon thereafter was formed the Kelly Field Amusement Unit under the able direction of Lieut. Jacobson. The unit assisted by the orchestra, successfully staged the well known play "Kick In" at the Majestic Theatre in San Antonio.

The following is a list of officers, each of whom has commanded this Squadron at some time since its organization; Capt. W. J. Petrick and Edwin H. Frith and Lieut. Craig—the officers longest with us and more intimately associated with the work of the organization; Capt. W. J. Petrick, Capt. Edwin H. Frith, 2nd Lieut. J. M. Gutekunst, 1st Lieut. Wayne G. Borah, 1st Lieut. I. W. Craig, 2nd Lieut. Wm. H. Smith, 2nd Lieut. Nathan K. Gallinger and the present commanding officer 2nd Lieut. Ira B. Vanocker.

The following is a list of the non-commissioned staff at the time of the organization of the squadron: Sgt. Major C. V. Small, Sgt. O. E. Allen, clerk; Sgt. Geo. W. Ehlers, 1st Sgt.; Supply Sgt. Amos B. Chapman; Mess Sgt. Mark C. Richards; Sgts Stanley B. Warren, Erle M. Polson and Geo. L. Whorton as Duty Sergeants; Sgt. E. A. Holloway, Band Leader and later succeeded by M.S.E. John Weber, and Sgt. A. Frankle as orchestra leader.

#### ROSTER

**Commanding**—Vanocker, Ira B. **2nd Lieutenants**—Armstrong, Orland K. **M. S. E.**—Small, Clarence V., Farrow, Ernest E. **Sergeants 1st Class**—Allen, Otis E., Felton, Donnie S., Thomson, Harry G., Richards, Arthur A., Polson, Erle M., Remfrey, William L., Erickson, John E., Jr., Connell, William H., Hill, Edward A., Thomas, Jake F. **Sergeants**—Maddy, Leo S., Umbert, Contrastano, Sattar, Benjamin, Hickman, Michael J., Houghton, Henry H., Mallett, Ernest A., Unger, James E., Perkins, Clardy R., Howd, Charles W., Wendlass, William E., Auone, Emile W., Laird, Allan S., Walsh, Ward W., Greenhorn, Stewart. **Corporals**—Landmann, Harry C., Olson, Rudolph A., Smith, Benjamin, White, William, Carroll, James C., Stasio, Anthony, Warfield, Kenneth B., Johnson, Oscar E. **Cooks**—Lowe, Alva, Bunn, William B., Spencer, Guy W., Vailon, Richard H., Holaworth, Monte D. **Chauffeurs 1st Class**—Dawkins, Ray L., Anderson, Alvin, Malozza, Yalbin, Whorton, George L., Cox, Jence, McLoughlin, Harry A., Hays, Bernard B., Patric, Armand N. **Chauffeurs**—Cerve, John, Clark, Herbert C., Ferrille, Herbert A., Howard, Leslie C., Jellison, Arthur A., Miller, Harold J., Moskowitz, William D., Shaw, Harry A., Werner, James C., Botts, Ralph W., Kelly, George G., Lawson, Arthur N., Altman, Bryan, Colenso, Humbert, Mitchell, Robert E., Myers, George G., Werner, Charles, Wood, Philip D. **Privates 1st Class**—Bathrop, Percy N., Bullard, William, Blough, Charles V., Collins, Gus E., Colliard, Arthur E., Copeland, William, Foxwing, Harry C., Duran, James W., Delzell, Clarence C., Ellis, Henry B., Fagundes, Joseph M., Fay, Frank P., Kalkluech, Clyde A., Larson, Clinton, Lund, Leonard C., Mahan, William R., Olander, Carl V., Ponville, Anthony F., Reynolds, William J., Tonn, Edwin L., Townsend, Marion J., Wynn, Jeffrey A., Woods, Frank. **Privates**—Arnold, Ernest C., Burman, Russell O., Baldridge, Thomas M., Beatty, Leo M., Bierman, Joseph H., Bloom, David H., Brown, Edward W., Bonington, Eric, Buchanan, Emmett L., Dickson, Irl D., Farwell, Edwin J., Farrow, Eugene L., Fackner, Arthur J., Grosscup, Clinton M., Geyer, Carl W., Gardner, Walter, Graves, Arthur E., Haria, William F., Byers, Harry, Hagth, James E., Hill, William W., Huff, Bruce R., Hagenbuch, James B., Hamel, Albert N., Leherer, Maurice H., Lockard, Robin R., McMurphy, Charles E., McAnille, James T., Meiers, Francis E., Nelson, Charles H., Moore, Malton E., Miller, Harry L., Munson, James W., McCallum, John P., O'Connor, Charles, Overbach, Alfred A., Pickerill, Harold M., Patterson, Hubert L., Phillips, Andrew S., Pinner, Donald C., Perkins, Edith W., Roddy, Maurice, Rosenfield, Lucid S., Rominger, Roland, Reichenbach, Sydney K., Schubert, Frank A., Spritzger, Albert A., St. Pierre, Joseph C., Spert, Antoine G., Sulzbacher, William H., Tucker, Fred G., Waterhouse, William L., Willey, Stacy W., Yorko, Michael



### AERO SQUADRON 324

**T**HE 324th Aero Squadron was organized January 31, 1918. The command of this organization is at the present time under 2nd Lieut. Ernest Brown, A. S. (M. A.)

The administrative staff of this squadron is composed of Sergeant Major Leo F. Rendessy, Supply Sergeant William A. Pollard and Sergeant in charge of quarters David A. O'Neil.

#### ROSTER

**M. S. E.—**Worce, Edward J., Price, Wiley N., Stewart, Fred. H. **Sergeants 1st Class—**Watson, George R., Horne, Wilbur E., Rowland, James C., Scott, Leroy, Sandy, Calvin M., Bott, Mathias S., Bowden, Paul Mello, Chester J., Scudder.

### AERO SQUADRON 327

**I**N OCTOBER 1917, the 327th Aero Service Squadron was organized, consisting of two officers and 150 men, who immediately began training for overseas service.

On April 10th 1918, Captain John M. Holcombe, Jr. was assigned as Commander, relieving Lieut. Chalk. June 23rd, 1918, the command was reduced to but 26 of the original personnel, the purpose being to transfer out all inefficient men for overseas service, and replenished the number to 150 of specially selected men from the Flying Department and Kelly No. 1. While awaiting travel orders this squadron won the distinction of being the champion guard outfit of Kelly Field.

September 4th, 1918, 1st Lieut. Frank C. Yates succeeded Captain Holcombe in command the latter being ordered out of the field. During the influenza epidemic at this field, this squadron again rendered valuable aid to the Medical Department its members being also selected to guard the entrances to Kelly Field.

On October 4th, 1918, this organization was again replenished to its full quota, 154 men, from all over Kelly Field.

#### ROSTER

**Commanding Officer—**Nicholas M. Kraemer, Captain, A. S. M. A. **Adjutant—**Guy O'Neal, 2nd Lieut. A. S. M. A.

**Sergeants 1st Class—**Donaldson, Ralph R., McNamara, Robert L., Perry, Earl A. **Sergeants—**Angert, Russell R., Dunbar, Jerome F., Eder, Ludwig, Fabel, Robert A., Felsing, Raymond G., Gaff, Joseph J., Hebert, Paul T., Langer, Harry H., Matthews, Jake Y., Moore, Glen J., Persing, Wilbur O., Powell, Clifford E., Smythe, Ira E., Sutton, John B., Tegler, John C. **Corporals—**Corrigan, Thomas, King, Carl L., Knoud, William, McNelly, Robin S., Phisec, Elmer, Smith, John B.

Alexander M., Clark, Henry T., Rubin, Thomas C. **Sergeants—**Babitz, Harry, Fox, George F., Lennhart, Joseph B., Willett, Warren P., Levy, Leo H., Wilkinson, Fred R., Milne, William M., Jr., Green, Ray L., Burke, Lawrence F., Anderson, Carl E., Sheil, Joseph A., Trueblood, Paul R. **Corporal—**Bennett, Albert W. **Chauffeurs—**De Stureo, Peter, Arms, Edwin H., Moore, John B., Rice, Allen L., Gernershausen, John, Lyons, Francis D., Payne, Benjamin O., Wenzel, Robert W., Davis, Hubert C., Neff, Roscoe W., Doyle, Robert R., Testu, Jean L., Voter, Edwin G., Bloche, Maxwell G., Way, Louis A., Osborn, Richard H. **Privates 1st Class—**Schurkowsky, John R., Sathers, Harold G., Hadlock, James D., Hazleton, Melbourne M., Wheeland, Frank A. **Privates—**Cornwell, John W., Geary, Albert W., Najarian, Kapriel K., Tatoulis, Peter, Weber, Ernest E., Melendrez, Frank.

**Chauffeurs, 1st Class—**Ashcraft, Andra G., Gedney, Austin H., McElroy, Danile K., Sorrell, Frederick S., Schneider, Elmer J. **Chauffeurs—**Abuchon, Louis A., Berryman, Frank E., Fogg, Ernest L., Foley, John F., Good, Myron L., Hanson, Christi, Harrell, Ralph R., Kreutzler, Clement, Meyer, Fred L., Ross, Harold I., Thigpen, Lon, Walters, Zacharias, Wolf, Hubert J., Cooks—Heckman, William, Chelialis, Athanasios G., House, Andrew J., LaBlancin, Joseph T., Warner, Frank W. **Privates 1st Class—**Arnold, Herman J., Arthur, Stephen J., Borkum, Rieder, Funn H., James B., Goldstein, Louis, Havery, John W., Koenig, Edward, Held, George Jr., Held, John H., Kounm, Emil F., Marshall, Clyde G., Medlock, Fred E., Mickle, William, Miller, Henry, Mulder, Adrain J., O'Brien, Bernard, Richey, Harold W. **Privates—**Abergh, Manuel D., Almes, Allington V., Balentine, Harry F., Beattie, Grant A., Boland, Harry J., Bonner, Ralph J., Bowser, George, Brittain, Arthur H., Brockman, Lawrence, Carr, James E., Carson, George J., Chappelone, Richard F., Chimbouris, James G., Clark, Norman, Conlin, James E., Crain, Orval L., Creighton, William D., Deal, Cecil G., Delaio, Albarto, Droughon, Joseph, Escallier, Jules, Fisher, Arthur G., Fitzgerald, Thomas, Fletcher, Harry P., Fredericks, Edward E., Gabbert, Arthur H., Gardner, Ernest H., Garber, William L., Greeney, Harry, Groemling, Konrad F., Gruenhagen, Carl J., Hall, William C., Hanks, Edwin, Hannell, Nell D., Hanson, Arthur, Hise, Harold E., Hope, Emil R., Hughes, Roy M., Hurley, James J., Jacquet, Edmund M., Kackowser, George G., Kennedy, Silas P., Koestli, William, Kulenkamp, Francis F., Lewis, Charles H., Luxner, Andrew J., McCormick, Charles F., Mcweeney, Peter J., MacPherson, Andrew A., Mangin, Joseph T. J., Menzie, Glenn M., Mohler, Charles F., Mojin, Paul J., Moss, Robert W., Murphy, Lee J., Nagle, John J., O'Connell, John M., Palm, Arthur L., Pastenack, Aaron B., Pershall, Harry W., Polonsky, Samuel, Powers, William H., Rawn, Arthur F., Beck, Charles B., Retzger, Ray L., Robbins, Francis M., Salvors, Lewis E., Schurkowsky, Alfons J., Sedre, Emile J., Shepard, Marion L., Spiel, John D., Springer, Burch H., Succo, Amelio, Stolle, John E., Stottler, John, Taus, Thomas Thompson, Noble A., Tierney, Dennis, Trainor, Leo J., Vincent, Charles E., Whitson, Floyd L., Wienzowski, Henry S.





Upper, AERO SQUADRON 327

Lower, AERO SQUADRON 328

**1**HE 328th Aero Squadron stands pre-eminent as the most widely known squadron in the Air Service. It was organized November 4th, 1917. Approximately six thousand men passed through this organization.

The 328th Aero Squadron was represented at the most noted institutions of learning in the country, among which may be mentioned the Massachusetts Institute of Technology, the Carnegie Institute of Technology, Pratt Institute at Brooklyn, N. Y., Dunwoody Institute, Minneapolis, Minn., David Rankin School of Mechanical Arts, St. Louis, Mo., etc. A large majority of these men later received commissions.

On December 21st, 1917, the command was transferred by Capt. Gardner to 1st Lieut., Eban Stanley, who, on February 11th, 1918, was succeeded by his present commander, 1st Lieut. Irving H. Patterson.

#### ROSTER

Commanding Officer—1st Lieut. Irving H. Patterson.  
Adjutant—2nd Lieut. Harry G. Conner.

Sergeant Major—Gebhard, William F. Supply Sergeant—Johnson, Hollis. Mess Sergeant—Kibben, Calvin E. Master Electricians—Sungz, Robert E. Sergeants—Schuyler, Frank J., Maloukis, Stratis J., Christy, George R., Parmelee, Willard G., Bewley, Winton F., Thomas, Wesley F., Jones, Alpheus W., Scull, Henry N., Crumblin, Sterling K., Helmus, John F., Gaedke, Julius, Buckhalter, Abraham, Mathews, Orville B.

Corporals—LeVaugh, Raymond H., Reed, Leroy F., Elbert, Paul F., Mason, Stuart D., L. Chauffeurs—Tiner, William L., Hendricks, Roy C., Smith, Benjamin F., Graham, Thomas L., Fitzgerald, Raymond J., Thomas, Francis P., Dalgleish, Andrew, Macdonald, John S., Whipple, Percival L., Carson, Walter W. Privates 1st Class—Bedizian, Harinig E. Privates—Arthur, Thomas J., Abr, Charles J., Anderson, Arthur A., Adams, George D., Buell, William C., Bryan, Frank, Black, Clare M., Brooks, James C., Baldwin, Joseph C., Banks, Ralph L., Berry, Frank W., Benson, Horace H., Backerville, George L., Blanchard, Charles E., Bargin, Samuel S., Braswell, J. D., Barton, Bradford L., Bennis, Frank M., Brooks, Severin S., Bash, Harry L., Blake, Nohj, E., Benedict, Ivan C., Badgett, George M., Brooks, Marvin J., Cato, Aubrey L., Connor, Ralph F., Cook, Elzie, Cason, Edgar C., Crees, Lawrence, Coppock, William E., Christin, Harry W., Cradit, Harry R., Chadwick, Cyrus S., Cook, Cecil H., Doren, Clarence E., Darling, Claude K., Dartnell, Jennings V., Duncan, Glenn, Feun, Weaver C., Gass, Harry, Gray, Walter G., Harmon, Roy E., Hollman, Adolph, Howard, J. B., Hohman, Fred, Hurdess, Harry B., Hunter, Harold J., Hunter, Frank W., Higgins, Charles E., Hawkins, John R., Hallstrom, Paul G., Jacobson, Carl H., Johnson, Lee H., Kammann, Harold L., Kehev, Harry, King, Harry L., Koch, Cornelius, Martin, William, Mutert, Elmer D., Mager, Harry, Milisan, Elmer W., Myers, Guy E., Payne, Harry L., Penleton, Raymond, Porter, Forrest W., Rabas, John, Sebasta, Henry W., Smiles, Theodore C., Stonecipher, Elmer R., Shaw, Courtland M., Shaw, William A., Simmons, Glenn W., Schwartz, Sylvester W., Tilley, Delbert, Tiler, James A., Turner, Lloyd L., Tanner, Charles S., Van Leun, Edward E.



## AERO SQUADRON 632

**T**HE 632nd Aero Squadron, which was organized under the name of the 144th Aero Squadron during the month of October, 1917, is composed of Special Duty Men on duty with the Kelly Field Post Exchange. It is one that will be long remembered in the hearts of those who have been fortunate enough to be one of its members.

Like all organizations it has had troubles, but through the efforts of M.S.E. Rufus Slaughter, supported by Sgt. 1st Class Sam Wortzel and Joseph Lovechick they have been thrashed out as they appeared. The team work of these men, which represent the Administrative Department would remind one of the "Marines" at Chateau-Thierry, as they certainly killed the work.

In the Kitchen, which has been ruled by the Iron Hand of Sergeant "Dutch" Gilg we find Cooks McKee, Arkie Stewart and Adamopoulos who have displayed talent never before witnessed in an Army Kitchen. The Stum-Gullion, Beans, Hot Dogs, Flap-Jacks, and numerous other Army fares have been turned out in such condition that it has made the boys think often of "Mother's Cooking," and the boys have nothing but praise for old "Mother Dutch," tho at times we must admit when things weren't just so, "Dutch" was a terror with the K. Ps.

During the spring and summer of 1918 the Kelly Field Post Exchange Base Ball Club, which was composed of men from the 632nd Aero Squadron entered and won the Championship of the Kelly Field Base Ball League.

Tho the members of the 632nd Aero Squadron did not get an opportunity to go to France they will be consoled by the fact that they did their duty on Kelly Field, and have been able to smile when things went wrong, so when the old 632nd is disbanded to allow the men to return to civil life again it will be represented in nearly every state in the Union, and it will be a source of pride to point back to the days that were spent on Kelly Field as a member of the 632nd Aero Squadron.

## ROSTER

**Commanding**—Lieutenant Wychiffe C. Jackson. **Administrative Staff**—M.S.E. Rufus H. Slaughter, Sergeant-Major, Sergeant First Class Samuel Wortzel, Squadron Clerk; Sergeant Oscar W. Anderson, Duty Sergeant; Sergeant Joseph A. Lovechick, Stenographer; Chauffeur First Class Ernest Kilg, Mess Sergeant; Chauffeur First Class William E. Worthing, Supply Sergeant; **Cooks**—Athanasios S. Adamopoulos, Jeremiah M. Stewart, Albert R. McKee, Herman W. Wadewitz; Private Richard W. Hillerby, Assistant Clerk.

**Sergeants 1st Class**—Thappell, Fred, Dec, Arthur T. Youngblood, Estey R. **Sergeants**—Bazemore, Edward H., Edwards, Reginald H., Gross, Byron W., Kanode, George W., Kelton, William D., Knight, John H., Kunow, Leonard O., McFarland, Herbert D., McIntyre, John F., McMahon, James G., Nabity, Frank J., Prium, John E. W., Schutz, Miles J., Silva, Louis W., Sullivan, Joseph A., Tribbey, Clyde E., Wenner, Harold C., Harding, Howard W. **Corporals**—Bruchhanser, Leo V., Corum, William, Cowling, August A., Dixon, Evans, Jackson, Thomas L., James, John F., Judmaier, Rudolph, Lenz, George A., Lloyd, Kenneth F., Marshall, Eghert B., Minarik, Vachy, Rodden, John B., Rononillo, Vito, Ruth, Joseph C., Thompson, Forrest H. **Chauffeurs 1st Class**—Davidson, Herman B., Olson, Clarence H., Payne, Sidney M. **Chauffeurs**—Barnett, Franklin F., Deck, Ernest J., Bernd, Paul, Elke, Herbert, Gamble, Baxter E., Gary, McCall J., Gorske, Charles E., Guerra, John, Haney, Mack L., Jones, William E., Lever, John T., Mitchell, David, Molloy, Conrad B., Ramsey, Wade, Russell, Howard W., Shipley, Roy W., Sunblin, Ben, Wesin, Joseph L., A., Zilch, Adam A., Zwillich, Frank H., Brock, John L., Lefkowitz, Samuel, Bodine, Harry A., Harber, Charles C. **Privates 1st Class**—Blexer, John P., Coit, Clyde T., Dietrich, Leslie W., Hagarly, Clarence D., Lanthicum, Thomas L. **Privates**—Bluhm, Jonathan, Brockley, Donald H., Carruth, Thomas D., Chambers, Claude L., Cheatham, Louis M., Comer, Walter L., Compton, Willie L., Cryssler, Stanley J., Daniel, Guy L., Deinen, Alfred V., Devenport, Paul L., Dusselre, Joe, Ellard, Elmo H., Endthorff, Harry J., Everett, Walter J., Falk, Edward S., Foster, Garrett, Garza, Joe de la, Griffin, West E., Hurvey, Robert L., Hayden, Lee R., Hicks, Roy L., Hubbard, Claude R., Krohn, Fred E., Larson, John R., Maroko, Henry, McLawell, Bradford A., McNeil, Thomas J., Milner, Charles H., Mozer, George F., Olivari, Charles C., Patterson, Frank W., Reeves, William F., Revellotis, Louis A., Schmidt, Joe M., Sockell, Albert F., Sherwood, George H., Spivey, Gus, Stephenson, Carl N., Tease, James N., Titus, Kenneth C., Thompson, Urban E., Wallace, William E., Wilson, Ralph E., Wilder, Leslie D., Zoll, Glen H.





### AERO SQUADRON 633

**T**HE 633rd Aero Squadron, formerly the 112th Aero Supply Squadron, was formed on August 18th, 1917 from a nucleus of men who had been personally selected from recruits, in what was formerly known as the Lower Field, and placed on duty at the Camp Signal Supply Office. Major Rufus F. Scott, Jr., at that time Captain, Signal Reserve Corps, Aviation Section, was placed in command of the 112th Squadron in addition to his duties as Post Supply Officer and Commanding Officer of the 75th Aero Construction Squadron.

Around this nucleus of men, which went to form the 112th Squadron, were gathered other men who were personally selected by Major Scott and M. E. James MacFadden, all of whom were placed on special duty at the Supply Office. It is well to note that M. E. MacFadden was one of the charter members of the Squadron, having been placed on duty at this field in connection with supply work from Fort Sam Houston, Texas, where he was on detached service from the First Aero Squadron.

On October 4, 1917, 1st Lieut. Thomas D. Broad was added to the commissioned personnel of the squadron in

addition to his other duties as assistant to the Post Supply Officer. On February 13th, 1918, 2nd Lieut. Howard H. Crowell was assigned, and on March 30th, 1918, Captain George V. Rotan, at that time first Lieutenant, was also placed on duty with the squadron in addition to his other duties at the Post Supply Office. On May 24, 1918, 2nd Lieut. Emerson P. Crane joined the 633rd Squadron, but was relieved on June 6th, 1918. Major Scott was relieved from duty with the squadron on September 9th, 1918, owing to the weight of his other duties, and was replaced by Captain Edwin H. Frith. Captain Rotan and Lieuts. Broad and Crowell were relieved on September 12th, 1918, 2nd Lieut. Royal R. Moss being assigned on that date. Captain Frith was relieved on October 12th, 1918, being ordered overseas, Lieut. Moss then becoming the squadron commander. On October 14th, 1918, 2nd Lieut. John W. Pratt, Jr., joined the squadron, but was relieved on November 1st, 1918, having received orders for overseas service. 2nd Lieut. William D. Mann was assigned on November 15th, 1918, receiving an honorable discharge from the service on January 10th, 1919.

## AERO SQUADRON 633

The first Sergeant Major of the 112th Squadron was Sergeant Harry J. Kennedy, but he filled the position only for a short while, as he was placed on special duty at the Ground Officers' Training School and later commissioned. Sergeant Kennedy was succeeded by Sergeant 1st Class Ernest W. Mills, but as this soldier was shortly transferred to an outgoing squadron, he was replaced by Sergeant 1st Class Joseph A. Bonneau.

Corporal Irving Barkley was the original Supply Sergeant of the 633rd Squadron, but remained with the organization only for a short while, as he was placed on special duty at the Ground Officers' Training School. Corporal Barkley was succeeded by the present organization Supply Sergeant, Sergeant 1st Class Robert T. Philp, a native Californian. Much credit is due Sergeant Philp, as the condition of squadron supplies was decidedly chaotic at the time of his taking it over. The "old boy" has stuck with the organization through thick and thin and claims that he will be with them to the end.

An organization formed by the members of the squadron which has gained considerable fame, is the Order of I. M. A's (Indoor Military Aviators). The name was suggested by Sergeant Folk while in a sarcastic frame of mind and was adopted by the "Board of Governors" of the club. A number of delightful dances and banquets have been staged by the I. M. A's., all of which have been eminently successful from every standpoint.

The organization is extremely proud of the number of enlisted men which have been commissioned direct or sent to the various Officers' Training Schools throughout the country and later commissioned. It is a conservative estimate to state that 75 men have been commissioned directly and indirectly from the 633rd Squadron. It might be added, under the order which was issued just prior to the signing of the armistice and which permitted direct commission of men in the ranks of the Air Service, that of seventeen applicants from this organization, fifteen were passed and recommended for 2nd Lieutenancies in the Air Service.

Every member of the 633rd Squadron regrets that his silver service chevrons are not gold, but to their credit, it must be stated that it is not their fault as every Sergeant

Major the squadron has had can testify. The enlisted personnel of the 633rd Squadron has operated the Post Supply Office from the beginning, and as all the boys can testify, there has been plenty of work on this side of the ocean even if they were all anxious to cross to the other side.

### ROSTER

**Master Electrician**—McFadden, James. **Sergeants 1st Class**—Armiger, Herbert N., Crano, Harold K., Philp, Robert T., Gratton, Stacey, Houran, Virgil J. K., Theilaker, Albert E., Gillen, Thomas T., Folk, Ernest L. Jr. **Sergeants**—Caffney, Walter A., Crouch, Edwin G., Miller, Joseph L., Duncan, Mark L., Hittle, Edward J., Behl, Charles C., Johnson, Carl G., Kieley, Walter H., Stedman, Paul N., Van Story, James C., Conrey, Daniel B., Arnstein, Alexander B., Kroll, John H., Lyman, Watson, Collins, Ray M., Harrison, Frank W., Wilson, Paul A., Rigby, Jourdan, Belts, Robert C., Hayes, Rutherford B., Lockett, Boyce E., Nichols, Harvey E. **Corporals**—Anderson, Roy C., Freed, George W., Johnson, Edward R., Lubert, Irving, Shafer, Howard M., Vronas, Ross V., Young, George, Fagan, Edward S., Knoll, Robert G., Krieger, William F., Langston, Charles W., Munter, James L., Wickersham, Emmett C., Wogstrand, Conrad, Stockand, Marvin O. **Chauffeurs 1st Class**—Rearse, Herbert F., Conway, Oliver J., Cplenden, William T., Muldrow, Edward A., Zachels, Harry A. **Chauffeurs**—Blevins, Elyis C., Collins, William E., Connelley, Edgar L., Hanson, Soud U., Horrichs, Charles A., Hauser, Frederick L., Hyde, Carl F., Elliott, Raymond S., Johnson, Leslie R., Laalos, William F., McConnell, Randall J., Maus, Richard, Mitchell, James E. Jr., Mueller, Henry F., Molton, George S., Nason, Harold L., O'Connor, Thomas F., Price, Hugh M., Scobin, William C., Ruckey, David M., Thompson, Charles S., Tunley, James R., Watson, Harry J., Wise, Leslie M., Worthey, Albert W. **Cooks**—DeSiguore, Anthony, Ingberman, Lewis, Lamber, William C., Marshall, Roy B., Micholski, John, Narvaez, David, Nicholas, Limberia, Peters, R. G. **Privates 1st Class**—Chamney, Charles T., Howard, Guy G., Hutchings, Philip J., Kershaw, Robert A., King, Sam H., Kay, Arthur B., Lassen, George, Lovd, Dick, Nason, Floyd G., Norton, Herbert E., Orr, William, Rothmund, Cyril R., Rose, Dewy V., Roth, Frank A., Rodgers, Frank R., Schwarz, Fritz, Straube, George S., Tennyson, Eugene H., Trump, Clarence A., Turple, James M. **Privates**—Gaugett, Floyd, Bethke, Ed., Biel, Emil, Billingslea, Ellis L., Boardman, Evan L., Brown, Edward W., Byrnes, Clarence O., Carter, James H., Culmer, Howard E., Elder, William C., Grouard, Sagness, Hafer, Henry E., Hutchinson, Dave, James, Samuel E., Kasper, Alfred E., McManus, George R., Pasternack, Louis M., Powell, George L., Schutte, Albert, Starr, Antonio G., Suen, Haakon, Swanson, Charles R., Baasa, John V. W., Doak, Robert A., Nichols, John S., Beavers, Glenn, Britton, Joseph H., Rucy, Charles E., Ross, Bert, Lammey, Eugene H.

## KELLY No. 1 BAND AND SYMPHONY ORCHESTRA



**MIDDLE**—John Weber, U. S. Army, Leader (Horns), Abraham Frankel, Leader (Orchestra).

**FIRST ROW**—Chas. W. Howd, Violin, James E. Unger, Violin, Harry L. Miller, Violin, Benjamin Satran, Violin, Arthur A. Johnson, Violoncello, George G. Myers, Baritone, Harry G. Thompson, Baritone, John Corve, Clarinet, Harry A. Shaw, Clarinet, Philip Mollezzo, Clarinet, Wm. L. Remfrey, Clarinet.

**Second Row**—Wm. D. Moskovits, Violin, Harry C. Downing, Violin, Adolph Bernick, Violin, Michael Yurko, Viola, W. L. Waterhouse, Violin and Clarinet, Raymond W. Fry, Horn, Ernest A. Mallett, Mellophone, Clinton Grosscup, Alto, Roland Reminger, Alto, James C. Carroll, Alto, Humbert Coluccio, Clarinet, Malphon E. Meese, Clarinet, James W. Duras, Clarinet, William Bullard, Cornet, Herbert C. Clark, Cornet, Armande Patrie, Cornet, Edward A. Hill, Cornet.

**THIRD ROW**—H. Hovey Houghton, Flute and Piccolo, Russell G. Bauman, Flute, Bruce R. Hoff, Oboe, Marion J.

Townsend, Soprano, Saxophone, Ralph I. Bonnell, Bassoon, Guy E. Collins, Tenor Saxophone, Harold J. Miller, Baritone Saxophone, Hubert L. Patterson, E-flat Bass, Bryan Altman, B-flat Bass, Alvin Anderson, B-flat Bass, Edwin J. Farwell, Trombone, Ed H. Dixon, Trombone, James F. Harty, Trombone, James G. Wehrman, Trombone, Arthur E. Graves, Trombone, Andrew A. Phillips, Cornet, Ralph W. Perkins, Cornet, Eugene D. Farrow, Cornet, Charles Werner, Cornet, W. L. White, Cornet.

**STANDING**—Herbert A. Ferrie, String Bass and Cornet, John E. Erickson, Jr., Piano, Leslie C. Howard, Xylophone, Drums, Leslie S. Felton, Bells, Drum, Traps, Bernard B. Hayk, Bass Drum.

**NOT IN PICTURE**—W. E. Wanlass, Violin and Clarinet, Humbert Conte-Tripton, E-flat Clarinet, Ralph W. Bottrell, Clarinet, Anthony Stacio, Alto Saxophone, Conj. H. Smith, B-flat Bass.





## AERO SQUADRON 662

**P**ROBABLY the first ambition of a "rookie" is to become a member of a definite organization, where he can give vent to his pride and enthusiasm on being in the Army and by working for the interest of some definite organization. The 21st day of December, 1917, brought with its dawn such a blessing to 150 men gathered from all parts of the country. That night—line 27, in the old First Training Brigade—was the happy reception ball for the 150 joyous chaps. Deep down in their hearts these men were filled with pride and determination to make their organization one of credit, and one on the early out-going list of Squadrons.

The elements seemed to have conspired with the Army Officials in giving this Squadron many tests of endurance, both physical and mental. The night of January 10th, 1918, Kelly Field was visited by one of those famous surprise sand storms, and lo and behold, what a havoc one such can produce! There, in the pitch dark, blinded by a cold dust-laden wind, none but the brave could endure. But the early morning found our organization practically intact and huddled together fifteen and twenty in each remaining serviceable tent.

On January 14th, we were filled with both joy and misgiving, for it was then orders were received for our departure from the First Training Brigade. This order also brought with it a change of officers. We had thought that an order to move could mean but one thing, and that was to start on a long journey across the pond. Our joy was short lived however, as we found out soon afterward that we were bound for the Second Training Brigade. On top of this disappointment we were to have new officers, and we felt we had been robbed both of our home and of our Daddy, but after a few hard days of building our new camp and getting in personal contact with Lieut. Whelden, our new Commanding Officer, and Lieuts. Beal, Carter and Neeley, we soon found that there were a lot of good fellows in the Army's Commissioned personnel.

Our life in the Second Training Brigade was practically confinement to camp, as we seldom had the privilege of a pass, being required to be in shape for immediate travel to the Port of Embarkation; in fact, not a day passed but an orderly rushed in from Headquarters with the request for a report of our personnel, records or supplies. Headquarters never caught us asleep on reports, for M. S. E. Frank Judge simply ate up the paper-work. His advice and counsel was sought by all and it was rumored that he assisted many ardent admirers in phrasing their love message to "her" at home. Our equipment was always the best to be had for Sergeant 1st Class Walter C. Grace, was always first to scent the arrival of any new stuff for issue, and if it only depended on equipment, we would have been in France among the first.

During this period little crabbing was done by the boys, even though deprived of all privileges, and detailed for fatigue or guard. All were ready to put up with anything, providing the reward would be overseas service. What little time we had for recreation was easily taken advantage of, and a cracking good baseball team developed

under the enthusiastic leadership of Sweeney, hailing from the environment of New York, and a promoter of pugilistic matches. Many a good team went down to defeat at the hands of our sluggers, and possibly through the wise judgment of our umpire, Lieut. Whelden.

It was while at the Second Training Brigade that our number was changed from the 236th, to the 662nd Aero Supply Squadron, as the entire Air Service was being

re-numbered in order to conform with the late War Department plan. This change, as did all orders, affecting the Squadron, again gave grounds for a rumor that we were to leave at once for France, and on March 14th, 1918, a wild cheer went up when notice was given to pack up and break camp; but we were only destined for another disappointment and a wild night's experience, for at one o'clock that afternoon, a line of trucks pulled up which soon carted us over to Kelly No. 2. There we were to take the lines which were to be left vacant by the 615th Aero Squadron, which was bound for the Happy Hunting Ground. As there were no quarters available, we were forced to spend a night in three hangar tents—and where is the man who will ever forget the job we had in erecting those shapeless circus



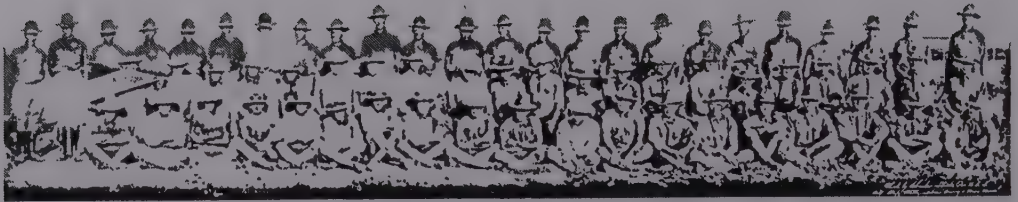
Lieut. G. T. WHELDEN  
Commanding

tents? In the teeth of a cold wind and steady drizzle, we worked long after dark to get in under cover. However, we were rewarded with a cracking hot meal well prepared under the most trying circumstances by our able kitchen force.

Our life in Kelly No. 2 proved very interesting, although the hours of work were long and hard, as practically every man was assigned to Special Duty in the field to work on airplanes and motors, a work full of interest and one that made you feel that you were doing a real service, or would soon be properly trained to take the long looked-for trip. We worked both day and night shifts, and our cooks were compelled to give a regular cafeteria service, but lived up to their jobs like real men. The opportunities to go to the city were much better here, providing you had the time or were not too tired to entertain the ladies.

As a rule, with most organizations, there are periodic spells of grumbling about the mess, but as an organization, there have been very few days when there was dissatisfaction with our eats. This can be considered remarkable when you take into consideration that our organization messed in the field longer than any other in Kelly Field. All our meals until late September were eaten in the open and prepared on the old field ranges with no cover but the sky, and neither rain, wind nor dust dampened the determination of the cooks to put out real chow, and the well known army stew rarely found a place on our daily menu. This remarkable record was due to the fine spirit in the kitchen under the able leadership of Sergeant 1st Class Paul P. Groben, a man always on the job.

While at Kelly No. 2 we soon began to appreciate the Y. M. C. A., for we were steady patrons at the movies, lectures, vaudeville sketches, boxing bouts etc., in all of which the 662nd were able to furnish participants. The building was directly across the road, therefore very ac-



## AERO SQUADRON 662

cessible, so that all their bulletins were read with interest and every privilege taken advantage of. We can not give the Y directors too much credit for the attention they gave us and the fine programs rendered under their direction.

A man who served a twenty-four hour tour of guard there, most assuredly did a day's work as no one could get a wink of sleep in the guard house. When we were hauled back to mess all we could do would be to grab a few bites in our hands, for the chauffeur was constantly blowing the horn, signalling to pull out again.

At last it came—on May 9th, 1918, a great big envelope marked, "Confidential" with Travel Orders No. 19 contained therein; we can prove it in black and white, and it has the official seal on it. It was a "grand and glorious feeling" when Lieut. Whelden called a formation and told us to prepare to bid Texas farewell as the 661st, 662nd, 663rd and 664th, were ordered to the Port of Embarkation and would entrain at 3 P. M. May 11th, 1918. Gee! What preparations we did make! All the eats and smokes we could gather in were collected for that trip, and we lived in ecstasy for a period of three days, but every one had overlooked the rabbit's foot or the horse shoe, for at 11 o'clock the morning of departure, a telegram came from Washington cancelling our order, and our part in the Farewell to Kelly Field consisted of lining up at the railroad tracks to bid a sad and gloomy farewell to the other three Squadrons when they pulled out. That same day we received orders to report to the Aviation General Supply Depot on the Frio Road, in Kelly Field, and the next day the funeral procession started for that station. It was a broken hearted bunch of chaps that pulled in there early in the afternoon, but our special training in building camps of our own soon provided comfortable quarters for each squad, as we pitched our tents on any vacant spot we could find next to the warehouse.

It is here we had our full share of guard duty, for it seemed we were on every other day but there was one redeeming feature; we had real shot guns and real ammunition that would actually do some work if called on for duty, and then too, we had the pleasure of filling the hearts of the new rookies about the field with awe and fear, because we walked our posts with fixed bayonets and none cared to approach within jabbing distance.

Early in the month of August a trip was taken to New Braunfels, Texas, in trucks and a week end trip was enjoyed at Landa Park where wonderful swimming facilities and plenty of dancing were offered. A good mess was provided as the kitchen equipment was carried with us. All men were able to attend, as the two Squadrons at the Depot alternated in taking care of the necessary duties at the Depot while each one took pleasure in this outing.

To show that the 662nd was alive to the occasion it was the first organization to give a "Victory Dance" after the signing of the Armistice, and on Saturday November 15th an eye opener in the way of a dance was shown to the ladies of the nearby city. Having just moved into our new barracks (after nearly a year in tents) every man was keen to put on a real party. The barracks were cleared of all bunks and furniture, and the walls and ceiling covered with a maze of red, white and blue streamers. At one end of the barracks a platform was built for Kelly Field's 15 piece orchestra which furnished a most delightful

program. Probably one of the greatest surprises of the evening was the tasty lunch prepared by the cooks consisting of three courses, including a chicken salad that will long be remembered. During the evening a creditable minstrel was staged by three members assisted by the Squadron quartette.

It was not our good fortune to close the year without a heavy touch of sadness, for on December 15th we lost one of our beloved companions, Chauffeur Walter B. Leonard. Anyone who witnessed the military funeral service as held by our Squadron, could readily see with what high esteem this man was held by his fellow men.

One and all regret that we were not able to do our share over-seas, but the spirit and willingness was most assuredly in each heart. We feel this is clearly exemplified by our steady and consistent attention to duty in this country. We can leave for our home thoroughly convinced that we have been well repaid for the sacrifices we have made, because of these lasting ties of friendship created by associations with real men from all parts of this wonderful country of freedom.

### ROSTER

**M. E.—**Judge, Frank H. **Sergeants 1st Class**—Grace, Walter C., Groben, Paul P., Hurst, Guy H., Stern, Louis L., Dunkelberger, Lloyd L., Edwards, Howard J., Miller, Charles A., Bjorklund, Alex J. **Sergeants**—Lew Luke, Joseph S., Haak, Robert W., Hebert, Stephen P., Hutchins, Wray B., Anderson, Robert B., Arizzo, James J., Bohanek, Fred, Griffin, Evans E., Lennox, Edward L., Skipper, John H., Williamson, John G., Hafer, Harold M., Adams, Lawrence J., Badarzynski, Adam F., Hildenbrand, Frederick P. **Corporals**—Christopher, Arthur E., Meyer, Walter J., Febrex, William H., Von Nibela, Ralph D., Bailey, Walter E., Gregory, William F., Schoffer, Harry C., Lewis, Robert P., Hore, Matthew. **Chauffeurs 1st Class**—Coon, Samuel L. Jr., Gabb, John W., Longdon, Thomas. **Chauffeurs**—Holdeman, Clayton C., Burgess, Starratt J., Burke, Thomas A., Butler, Laurel J., Elder, George M., Gallagher, Kenneth, Hane, Francis O., Gorney, James P., Gumm, John P., Hawk, Robert, Hess, John M., Johnson, Harry W., Keville, Francis T., Riker, Lee, Surgis, Archie. **Cooks**—Cooper, August E., Grimbilas, Peter J., Grot, George J., Hendrick, Robert W., Herbert, Julius, Milano, Herbert E., Nielsen, Christian, Segar, Lawrence E. **Privates 1st Class**—Arnold, Russell J., Barnes, Harold O., Benson, Beaton L., Brown, Russell G., Crary, Walter E., Ertel, Fred J., Grater, Harry W., Harvey, Damon M., Hudson, William W., Hoff, James B., Huling, Meryl R., Johnston, Glen R., Kearney, Joseph P., Kent, Emerson, Koehn, Calvin F., Lutz, Warren E., Miller, Russell C., Robinson, Guy A., Schiller, Oscar J., Stenland, Henry M., Thompson, Ralph J. **Privates**—Gezelman, Barry, Bell, John H., Bergavien, Triff, Bomley, Walter H., Boone, Charles A., Braesch, Oswald H., Brown, John, Christensen, Emil A., Cooper, Robert L., Flecher, John A., Flanagan, James J., Hanson, Guy W., Hathaway, William H., Hendrick, Frank N., Herold, William, Hite, John S., Hood, Arch, Huber, Francis J., Huffstetter, William A., Hylen, Osmund, Jankovic, Sigmund, Jewell, George N., Kimmel, Presley H., Kilhoff, Philip, McDowell, Marshall E., Moore, Jesse B., Myers, George, Nelson, Randolph F., Newman, Benjamin T., Minsner, Joseph J., Fenta, Leonardo, Quigley, Frank W., Riley, Julius H., Robinson, Roy W., Robinson, Matthew W., Schmidt, Charles A., Schmidt, Louis G., Schrammek, Michael J., Seemaster, Robert M., Seckell, Earl T., Shipley, Wiley A., Smith, Jasper M., Smith, Raymond, Snoddes, Thomas E., Spence, Jim, Stubbs, Roger Q., M. Swanson, Elmer, Trautwein, Ernest C., Trout, Gus, Tyrl, Clarence E., Vibbert, John H., Walker, Arthur P., Walker, Herbert E., Walker, Oather G., Wilbanks, Lee, Wilkins, John H., Wilcutt, Lowell E., Willey, Rexford C., Wright, Charles A., Wright, Iven M., Young, Ora F.

George T. Whelden, 1st Lieutenant, Air Service, M. A. Attended Purdue University, Lafayette, Ind., 1906-1908, Second Training Camp Fort Harrison, Ind. Infantry, August, 1917, Kelly Field, Air Service, December, 1917, in present date. Commissioned November 27, 1917, at Fort Monroe, Va.





### AERO SQUADRON 675

**O**NE of the busiest organizations at Kelly Field is the 675th Aero Supply Squadron, of the Aviation General Supply Depot. For more than twelve months the members of this squadron have worked incessantly in the big warehouse located on the Frio City road, handling in that time vast quantities of aero supplies with an aggregate value of millions of dollars.

This squadron was first designated as the 337th, but was, on February 1, 1918, changed to the 675th for reasons best known to those in authority. Line thirty-one of the Recruit Camp in Kelly Field No. 1, was selected as the point of organization; the first men chosen as its members being sent there for duty during the first days of December, 1917. Unlike the other squadrons which were formed on the field, each man was personally examined by the officers in command of the organization before being assigned for duty, special emphasis being placed upon the man's fitness and ability. Consequently when the organization was completed the officers knew which men were best qualified for the various duties that were to be filled in the operation of the Supply Depot.

It was during the time that Kelly Field was at its best that this squadron was organized. That is, when the largest number of men were in the field. Then it was that every one was a rookie and with a few exceptions all, at that time, were getting their first taste of army life. Those were the days when sandstorms and "northers" predominated in Kelly Field. Mess halls, bathhouses and other buildings of shelter and comfort were as unknown as the regular meal was to the swarming multitude of rookies, who at that time con-

stituted Kelly's enlisted personnel. The Field was in the making and the 675th Squadron was one of the products of those never-to-be-forgotten days.

Following the organization of the squadron, Line 31 was vacated and temporary quarters were made in the huge warehouse of the Supply Depot where the men were to work. At that time, there was very little work to be done, as the handling of the aero supplies proper had not begun. The men had it very easy for a spell, bunk fatigue being their main occupation. But they were rudely awakened from their dreams and ere many days had passed, supplies began to arrive from all points of the country. Some were for storage and some were for distribution to aviation fields not alone here but overseas. It was not an easy matter to develop expert "Gold Brickers" into real plebeian laborers, but it was done. The men left their bunks of ease (with many a stretch and groan) and turned to their important work with alacrity. As days melted into weeks and weeks melted into months the work continued to increase and to the extent that the old adage of "Eight hours for work, eight hours for play and eight hours for sleep," was overruled and forgotten. At such times the elite office force vied with the hard boiled K. P's, for honors as jugglers of lumber, airplanes and "everything." The surroundings were exceptionally good, however, and the men carried on.

The influx of merchandise was such that the space occupied by the men in the warehouse had to be sacrificed and they were installed in tents located within a few yards of the west wing. Shortly afterwards the tents were abandoned and the men were installed in permanent barracks.



Lieut. J. W. DEAN  
Commanding



## AERO SQUADRON 675

Then there came a time when the desire to go overseas was felt. Men were needed badly, of course, and the members of the 675th considered it their duty to go. They tried; but in vain. They were told that they would go their fighting in Kelly Field and that transfers were not to be thought of. "Men in Kelly Field are allowed to transfer," they argued. "And so they are," replied the commanding officer, "but the 675th is not under the jurisdiction of Kelly Field and you are in a class by yourselves." Later, when the Germans launched their big offensive and the indications were that every available organization in the United States would be needed to stem the tide, many wild reports originated and circulated in the outfit as to when the 675th Squadron would be a part of the American Expeditionary Forces. Each and every rumor was declared to be "official," but each and every one went the way of the usual camp report, and like the Castle in Spain it would vanish with the rose-tinted morning mist. But the reports continued to come, and finally, when it was officially announced that the squadron would be given instruction in gas defense, the wise ones declared eloquently and positively that it meant nothing more or less than service in foreign lands. The gas drill was completed in due time and many of the men made their last will and testament in preparation for their trip across. When arrangements had been fully made, the news broke, telling of Germany's desire for peace, and the hopes of the men in the 675th died to give place to thrills which the signing of the armistice brought.

A considerable number of the enlisted men of the squadron were sent to the various training camps for officers. It is doubtful if any other squadron in Kelly Field equals the record made by the men chosen to attend these camps.

Lieut. John C. Dewey, Jr., was the first Commanding Officer of the Squadron. This officer together with Lieut. William P. Bates, who was transferred to the Aviation General Supply Depot at Houston, Texas, organized the squadron.

At the present time Lieut. J. W. Dean, who comes from Rome, Ga., is guiding the squadron's destiny. Lieut. Dean enlisted at Memphis, Tenn., was sent to S. M. A., Atlanta, Ga., was assigned to duty at Kelly Field on May 17, 1918,

and Squadron A. Kelly No. 2 soon after and later transferred to the A. G. S. D. and the 675th Aero Squadron which command he now holds.

### ROSTER

**Master Electricians**—Schellegger, Fred J. **Sergeants**  
**1st Class**—Arthur, Frank E., Emerson, Richard A., Laurin, Elmer F., Edelstein, Robert, Welch, Hugh T., McClelland, Oulderbert H., Bowles, Ray E., Krause, Erwin E., Terry, Robert E. (deceased) **Sergeants**—Standifer, Lilburn E., Willite, Robert L., Rhodes, Edwin J., Manchester, Roy C., Abernethy, Max L., Chinn, Kenneth P., Franke, Henry C., Stuar, Harry S., Borroto, Howard F., Wullt, Lyman W., Cox, Henry K., Boyle, Joseph L., Elmore, Hanson R., Lounsbury, Stanley H., Willis, Thomas M., Holman, Harr H., Singer, Clayton C., Way, William C., Kenny, William C., Shirah, Edgar M., Golden, Louis A. **Corporals**—Fristel, Thomas M., Rutledge, John B., Arnette, Leroy B., Heath, William K., Clutterbuck, George R., Goodrich, Grover G., Smith, Leslie E., Johnson, William H., Fiske, Edson W., Barker, William G., Bohannon, Clyde D., Nelson, Edgar, Wood, John E., Inks, Roy B. **Chauffeurs** **1st Class**—Godfrey, Edwin H., Isen, Charles C., Perkinson, Charles W. **Chauffeurs**—Creacy, Arnold A., Davis, Wesley J., Elson, Le Roy, Goodwin, Robert E., Gray, Carl S., Griffin, Albert H., Grisham, Strauss, Hammond, Frank J., Manns, William F., Matheny, Meland W., Meers, Robert, Porter, Albert E., Sherrill, Cecil, Thibodeau, Henry, Tibbles, Frederick H., Billingham, Clarence B. **Cooks**—Pink, Julius, Jr., Hill, Calvert, Looper, Franklin R., Miller, Albert P., Ottman, Clyde D., Powers, John A., Reynolds, Charlie G., Saunders, Samuel S. **Privates**  
**1st Class**—Allen, William H., Bennett, Sam C., Dower, Frank R., Dugger, M. D. Jr., Griffin, Maurice E., Haase, Charles D., Hruslee, Hugh H., Higginbotham, Farb C., Law, David G., Nernberg, Maurice A., Poe, Thomas M., Matheson, James A., Soblack, Frank J., Trauger, Leo L., Walsh, Frank J. **Privates**  
—Beardon, William E., Block, Samuel M., Bodoin, Nicholas, Brandes, Robert H., Davis, Paul A., Fisher, Virgil E., Grime, Herschel E., Guierrez, Francisco, Haratschek, John E., Hirth, Albert J., Howard, Edgar C., Huddleston, Joe, Jones, Gomer, Kent, William, Leary, Francis T., Lofton, Oliver L., Ornes, Christian J., Settle, Aaron, Steimer, Walter W., Stewart, Chas. A., Vainik, Peter, Worler, Gano E., York, Jimmie D. **Privates**  
**Transferred to**—Bowen, Thomas M., Bowen, Willie E., Buchanan, Homer B., Burns, Ross E., Busby, Daniel W., Barlow, Gerald G., Bloodworth, Elbert E., Bloodworth, Flinnie A., Bibb, Aubrey W., Buehrer, George, Burt, Arthur B., Witlock, Edward L., Harstet, Emil, Huette, Lonnie, Hatchett, Franklin N., Kueach, Edward A., McKay, John P., Myers, Joseph N., Peterson, Ray C., Pond, Clifford M., Richardson, Clarence E., Rekind, Lawrence D., Russell, Charles E., Stone, Martin J., Thurston, Irving J., Cooper, Howard E., Wahl, Leonard A., Brown, Herman A., Clements, Hiram G., Adelstone, Ben B.





## AERO SQUADRON 681—TRANSPORTATION UNIT OF KELLY FIELD

**A**MONG the many Aero Squadrons organized at Kelly Field and of the few to remain during the process of demobilization, the 681st will be long remembered as "The Transportation Squadron."

Organized April 19, 1918, as a measure of relief for the 323rd Aero Squadron, which at that time had a personnel of nearly five hundred men, the 681st took 218 members of that organization and operated in connection with it until August 14, 1918, when there was a general rearrangement of practically all of Kelly Field No. 1. At this time many men were transferred to Camp John Wise, a training school for balloonists and the few men left in the 323rd were assigned to the 681st. All men were maintaining sincere hopes of going over—seas and it was believed at the time that those transferred to the Balloon School were the fortunate ones, but army orders proved otherwise.

The executive department of this squadron has been subject to change without notice, so to speak, and during the nine and one-half months since its organization, has met with four different Commanding Officers, the first of whom was Lieut. H. D. Wilson, at that time commanding the 323rd Squadron. With Lieut. Wilson was Lieut. H. J. Russell, Supply Officer, later transferred elsewhere and relieved by Lieut. J. Harold Carroll. As Mess Officer, Lieut. H. V. Cahill was looked upon as the original "Good Chow" man. Lieut. Cahill was one of a number of Kelly Field officers ordered to France. Shortly after his departure, the Squadron Mess was taken over by the School for Bakers and Cooks which operated thru supervision other than the squadron commander.

Lieut. Gay Crum became the second Commanding Officer and was acknowledged by all members of the outfit as "A man's man." During the month of November, 1918,

Lieut. H. W. Regester was assigned to the squadron in the capacity of Adjutant and was relieved by Lieut. L. H. Pitkin who took command following the discharge of Lieut. Crum in January, 1919.

A review of the social activities of the 681st is perhaps not as bright as those of the other organizations, there having been but three occasions during which the 681st exerted itself and made merry. The first affair was a dance and supper given May 8th, 1918. The comment on this affair, both in the field and San Antonio, out shone that of any other of the season's events.

Thanksgiving Day was the next celebration. As the armistice had been signed on November 11th, the ties of conservatism were loosed and a feast, such as Kelly Field had never before displayed, was set before the members of the squadron and their guests.

A farewell dance, held at one of the hotels in San Antonio was the third contribution by the squadron to the members and their families. An evening of pleasure was arranged to conform with the conventionalities of the South and meeting the requirements of the most exacting patron.

Among the members of the 681st are men who practically maintained the Transportation system as operated on Kelly Field. Many of these men were traffic managers and men familiar with the motor transportation problem as it existed before their entry into army life. With their assistance the Transportation Department for the field was organized, covering everything necessary for the operation and maintenance of the motor transport. Many mechanics, men expert in their line, were placed on duty as repair men and with the help and cooperation of all concerned, the Transportation Department was at all times ready to meet any emergency.

While the subject of becoming a civilian once again is the foremost topic of the day the men continue to work as hard as during the days when their highest aim was to be sent to Europe. All will be glad to return to civil life and until that time they will continue to do their bit. However, meanwhile, in the mind of each and every one there lies the greatest of disappointments—not getting overseas.

Twice during the existence of the 684th, death visited the squadron. On December 15 1918, Pvt Melvin J. Savage passed away, a victim of pneumonia while on furlough because of a brother lost at sea in service. Ten days later Christmas Day the organization lost a second member, Pvt E. H. Shields, who also was a victim of pneumonia.

The organization was fortunate in being what may be termed centrally located. A few moments walk from their place of duty and within a stone's throw were located the Post Exchange, Y. M. C. A. No 151 the largest and newest on Kelly Field, Post Headquarters, the Camp Library, main post office and a few steps further, the Y. W. C. A. Hostess House.

#### ROSTER

**M. E.**—Keller, Udell **Sergeants 1st Class**—Backofen, Alex. L., Walls, George S., McCarthy, Kernan, Baker, Milledge A., Pauvau, Raoul, Hatch, Edward B., Pritchard, Clarence W. **Sergeants**—Doyle, David, Milleham, John S., Mitchell, James E., Grunberg, Riley R., Goodson, Hagen S., Leedom, Paul S., Myers, Howard O., Otter, Paul, Schlegel, John S., Billingsley, Verl R., Bingham, Robert R., Bates, Glen E.

Marquardt, Ernest R., Kompt, Richard, Watkins, Donald R., McKibbin, Robert B., Blair, William T., Brown, Bert L., Full, George H., Thorsen, Kay W. **Corporals**—Howley, James L., Hained, Charlie, Belanger, Clarence A., Crabtree, Paul, Miller, Jess G., Nelson, Raymond, Sepaugh, Elmer E., Siehecht, Carl A., Tynally, Edward F., Perkins, Floyd, Jordan, Thomas J., Smith, Vernon W., Hostalter, William R., Nissen, Hans F., Leonard, Otis B. **Chauffeurs 1st Class**—Ronde, Billie, Coyle, James R., Parcells, Norman H., Phelps, Harvey W. **Chauffeurs**—Anderson, Charles C., Arnes, Joseph P., Arrington, Luby M., Baldwin, Harold A., Buzsantner, Ward M., Burdick, Russell B., Bushnell, Charles H., Cloukey, Waldo M., Coughenour, Flee, Duly, Thomas A., Day, Daniel, Dean, Harry, DeArmond, Harold, Deffen, Hugo P., Graham, Fred S., Hart, William H., Juge, Sidney, Lewis, Max M., Cannon, Clair M., Talbert, William P., Tholman, Thomas P., Thayer, Charles H., Wilson, James G., Wagner, Morris I., Yattaw, Albert M. **Cooks**—Bennett, Frank, Burton, Edward A., Church, Roy M., Ellis, William L., Holkwarth, Monte D. **Privates 1st Class**—Arndt, Alfred W., Beam, Jesse L., Daniels, Leslie, Foley, Frank M., Geist, William F., Gillingham, Garland B., Gooden, William, Greathouse, Virgil E., Helm, Harold A., Landis, Bert L., Larson, Russell D., Leupold, Earl F. S., May, Joseph S., Miley, Miles W., Newell, George F., Poulson, Charles H., Richards, Sherrill B., Sieud, Ernest H. **Privates**—Amersbach, Albert H., Augustus, Eugene, Bair, Sanford D., Barusch, Carl P., Bennett, Charles H., Bertram, Henry, Bolander, Carl H., Bland, James C., Bugee, Joe A., Burton, George L., Campbell, Warren, Caston, Clarence D., Colantonio, Joseph, Dodson, Glenn R., Donica, Henry, Hill, Leslie B., Knudson, Emory T., Ledgerwood, Safford M., McNutt, Walter D., Mikels, Verne Miller, Milton R., Moffat, Edmund M., Moore, Hugo W., Ostrand, Axel L., Orr, Archibald A., Payne, Leland E., Pilley, Thomas A., Radner, Otto F., Ramsbottom, Merle C., Rhoads, Lloyd C., Smith, Richard A., Steer, Rudolph D., Stelmetz, Leslie G., Stillwell, Roy C., Torgerson, Glennie, Trumbull, Malcolm A., Turner, Richard M., Wagner, Edward V., Weaver, Morris, White, Robert F., Worack, Lewis, Yetman, Edward R.

## AERO SQUADRON 684

**T**HE 684th Aero Squadron was organized under authority granted November 1st the primary object and purpose of the organization being to form a unit consisting of those special duty men under the control of the Provost Marshal Cnp J. C. Tureck. More so than perhaps any other organization in Kelly Field existent today, credit is due to the 684th for the upholding of all the glorious precedents of what is commonly known as the "Highest Branch of the Service" and more particularly that part of the service permanently in camp at Kelly Field. Or to put the matter more clearly, the 684th is composed of Military Policemen, Military Firemen, Provost Guards and Squadron Duty men, all of whom were carefully selected for the duties which they are required to perform.

The success of the organization and its unit effectiveness are directly traceable to the help of those officers who stand out so prominently at Kelly Field, viz., Capt. J. C. Tureck and 1st Lieut. Earl Chadwell; and also to the enlisted personnel of the office, viz., Sergeant Joseph G. Keely, P. E. Abrecht, Sergeant Walter H. Ekdol, Corporal Severin V. Nelson, and 1st Sgt. Jean F. Miller.

And whether in the Army, or fighting the battles of civil life, when difficulties assail, the supreme confidence of man in man "one for all," "all for one," the natural outgrowth of association together of such a body of men, will bring to the heart of the individuals of this Squadron a warmth of feeling, which will result in strengthened morale and lend the necessary fortitude and courage to overcome these difficulties. Such then is the heritage we have from the Army.

#### ROSTER

**1st Lieutenant**—Brooks, Lawrence L. **A S A** **2nd Lieutenant**—Johns, Clarence E. **A S H A** **Sergeants 1st Class**—Miller, Ivan F., Davis, Coleman, Jerome, Robert E., Hurtram, William N., Longshore, Joseph P. **Sergeants**—Beas, Charles J., Gray, Gordon M., Higgins, Paul E., Tindale, John, Sullivan, George C., Keely, Joseph G., Unger, William, Welter, Erle S., Nell, Ernest, Stanton, Michael J., Kienholz, Willard C., Mills, John H., Abrecht, Pierre E., Brennan, Carroll J., Crumrine, Guy W., Danna, Clarence A., Johnson, Charles L., McAuliffe, Fred E., Mosher, Ralph E., Ekdol, Walter H., Nel-

son, Severin M. **Corporals**—Geiss, Harry J., Wein, Gustave, Sherwood, Harold T., Shav, Francis J., Basler, Winfield, R. Casey, Robert E., Gellie, Nathan, Hains, Alva R., Hucksabee, Daniel C., Mott, Lee J., Webber, Morris A., Farmer, James L., Corrigan, Thomas. **Chauffeurs 1st Class**—Knorr, Patvin K., Prizzell, Ralph F., Hanton, Linwood, McAlpine, George R., Mahon, William E. **Chauffeurs**—Giffith, John H., Dickman, Donald W., Haymann, Ernest A., Maher, John J., Robertson, William J., Isham, Lawrence B., Fraser, Howard G., Bachelder, Carroll F., Buckenhorst, Harry, Kahn, Theodore, Houges, Grady W., Campbell, Thomas R., Fitzpatrick, Peter J., Gray, John J., Hart, William R., Moss, Othel D., Weiland, Charles J., Patton, Jesse E., Aubuchon, Louis A., Berryman, Frank E., Good, Myron L., Jacobs, Andrew W., Platt, Fred H. **Cooks**—Brown, William. **Privates 1st Class**—Arnold, Herman J., Bartiam, Clarence E., Borkum, Rieder, Goldstein, Louis, Kneisl, Lawrence F., Lick, Stanley C., Loya, Edward A., Reese, Otto F., Neugebauer, Raymond T., Peterson, Allen L., Rogers, George S., Shoyer, George A., Walker, Ray C. **Privates**—Almes, Arlington V., Anderson, John B., Andes, Edward M., Bash, Harry L., Battie, Grant A., Blair, Austin W., Boland, Harry J., Bowser, George C., Brass, Howard E., Brittan, Arthur E., Brock, Isaac N., Bryan, Frank, Burch, Robert D., Butcher, Rufus M., Huxton, James M., Canter, Julius, Carson, George J., Celta, John P., Chiappellone, Richard F., Clark, Norman, Cline, Paul H., Conlin, James, Cape, Judge A., Crawford, Claude W., Creighton, William D., Curran, Eugene D., Cutler, Roscoe M., Danielson, Myron C., Decker, Bert R., Dixon, William R., Donaldson, Stanley, Dooley, Raymond S., Drejer, John H., Enart, Elmer R., Fitzgerald, Thomas F., Foster, Hugh H., Frye, Joseph N., Geer, James N., Gerber, William L., Gillman, Arthur I., Glover, Donald V., Gragg, Harry W., Griffin, Samuel R., Groemling, Konrad F., Halsey, Lewis A., Hartell, Walter H., Harvey, Harold E., Hewitt, George E., Jankewiak, Anthony J., Jean, Napoleon, Johnson, George L., Kimsey, Barnett, Kuntzman, Clarence R., Lachner, Joseph, LaFrance, George E., Lauder, James J., LaVista, Anthony, Maloney, John J., Massey, Herbert W., Matejka, Rudolph J., Matthews, Jesse, Meador, William J. B., Morris, Frank J., Nelson, Edwin A., Nicoll, Henry P., O'Connor, Grant, Olsson, Clifton P., Olson, Leonard C., Paro, George W., Penroth, Elmer E., Pleucharp, Walter H., Ray, Paul B., Reese, Frank M., Rice, William B., Savage, Edward H., Scruggs, Frank W., Sharp, Russell L., Shallen, Willis J., Shore, John, Klechta, Emil, Steward, John B., Stricker, Robert H., Stricker, Warren W., Stockton, Lawrence A., Swanson, Albert L., Swanson, Halmer T., Team, Thomas S., Tienstue, George D., Turner, Richard P., Walls, Luther, Williams, James L., Willoughby, William M., Wolf, Benjamin E., Wood, David C., Wylanis, Joseph.





### AERO SQUADRON 819

**T**HE 819th Squadron was organized January 6th, 1918, being one of the pioneer squadrons of the field. It has furnished many of the men who have been instrumental in bringing system and order out of the chaos that naturally existed during the earliest periods of this army camp.

John A. Leakens, 2nd Lieutenant, was the first commanding officer, having had charge from the time of its organization to March 4, 1918, when he was succeeded by William L. Brown, Captain S. E. R. C., who commanded from that date to April 4th, 1918. After Captain Brown was transferred elsewhere, Harold W. Herlihy, 2nd Lieutenant A. S. M. A., was the commanding officer for a brief period, being succeeded four days later by Samuel Johnson, 1st Lieutenant A. S. M. A., who was in charge of the squadron until Howard J. Templeton, the present commander was assigned to the 819th on June 12, 1918.

From the beginning the enlisted personnel has consisted entirely of men assigned to Special Duty. This made the work for the C. O. difficult. To deal fairly with the men, he must know the conditions that govern the work on the KELLY FIELD EAGLE, the truckdrivers and chauffeurs, the various headquarters, the police force and practically every other department on the field where the men work. However, the enlisted personnel has always included men of the highest character and ability.

In the old Trades Division and Recruit Headquarters many of the first members of the 819th Squadron were assigned. Hundreds of rookies, when they were examined and rushed through the preliminary functions prescribed to convert a raw recruit into a soldier, were instructed and given valuable assistance by the 819th men, easing the uncomfortable feeling that exists in the hearts of most recruits. During the last few weeks many of the same men from the 819th Squadron have assisted in the organization of the forces that handled the demobilization of hundreds of men at this station. Throughout both the period of organization and also the period of demobilization the 819th men have worked zealously and faithfully for the betterment of the service. Many have developed executive ability that has won for them the highest praise of their superior officers and all leave the camp with recommendations that will be valuable to them in civilian life.

Twenty-five members of this organization entered the various officers' training schools and an equal number were recommended directly for a commission in the Air Service. Ralph J. Lue, Sergeant Major, Wm. K. Conover, Supply Sergeant and Jas. B. Nelson, Mess Sergeant of the 819th Squadron, rendered valuable assistance to their commanding officer and by their kindness and co-operation with the men won their admiration and highest respect.

Atwood, Ames and Breen, the boxing triumvirate and the victors in many arena battles, are some of the celebrities who have been in the 819th "Bobbie" Simpson, formerly mess sergeant, who has gained wide notoriety as a Human Fly, is another character of note.

The 819th Squadron and the spirit of camaraderie that always existed among the men will always be remembered. Its achievements will be worthy of special mention in the history of Kelly Field.

#### ROSTER

Adams, Carl R., Armstrong, Leslie E., Ayers, Richard E., Baldus, Frank W., Boreis, Francis W., Bradshaw, Eugene M., Breen, Leo, Brooks, Edgar F., Chandler, Arthur E., Carmack, Harry S., Cohen, Dave, Childs, Weddell, Cody, Lawrence C., Connor, James D., Crankshaw, LeRoy L., Conover, William K., Cruse, John E., Curtis, Harold W., Davis, Thomas J., DeFriez, Hubert W., Delaney, Bernard J., Edgeman, Ninian A., Eichen, Roy E., Essmann, Howard C., Ellis, Edward Jr., Epstein, Emanuel, Fiser, Geo. D., Fletcher, Clyde R., Flowers, John R., Frey, John R., Fox, Russell A., Gibson, Charles G., Fuss, Charles E., Grabowitz, William, Green, George M., Gladney, Hend. F., Greenwood, Herman E., Gregory, Charles E., Griffin, Edward C., Hazel, Simon T., Herman, Richard Z., Huber, Howard F., Hunt, Robert D., Huckleberry, Lawrence N., Hembry, Earl, Jaume, Willie, Jarke, Herman H., Jackson, Howard E., Jellinek, Eugene, Johnston, Raymond H., Jones, William R., Kennedy, William E., Kestilen, Leonard C., Koehler, John P., Landers, Roy E., Landis, Lawrence M., Lederhander, Gabriel, Lefevre, Albert O., Leyva, Luitie, Leach, James G., Lee, Ralph G., Mabry, Ben D., McVee, Edward L., McCarthy, Dennis B., McFarland, Frank M., Moynier, George F., Moidel, Albert, Marsh, Frederick, Montgomery, Ralph A., Navales, Santiago, Nelson, James B., Niedemeyer, Benjamin F., Nangle, William J., Phillips, Herman G., Pina, Albert, Poe, Albert D., Pusey, Charles A., Reeves, Fred S., Reynolds, Alton C., Rife, Otto E., Rinsel, Charles A., Rowe, John L., Saco, Harold, Shafer, Joseph, St. Leger, James M., Shinnick, Leopold L., Shofner, Clyde, Smith, Simpson B., Stewart, Alexander, Sterling, William S., Stevenson, George T., Symonds, Paul, Tsch, Alvin C., Thurston, Harry J., Weiler, Geo. E., Whitelaw, Milton M., Whiston, Louis E., Williams, George M., Willoughby, Wayne B., Wynne, Leo F., Zipp, Daniel H.

## AERO SQUADRON 820

**1**HE 820th Aero Squadron of Kelly Field has earned its place in the Sun

It holds its head high, and justly so. Its record is clean taking it from every standpoint. This squadron is composed of men who were engaged in Trade Testing and for this exacting work men of the highest type, mentally and physically, were selected from the start.

This Squadron was organized January 7, 1918, with Captain Harry V. Hand Commanding, he being later appointed as Officer in Charge of the Trade Test Board. Captain Hand left the command on January 27, 1918, and was succeeded as Squadron Commander by Lieut. C. J. Doheny, a graduate of the G. O. T. S. at Kelly Field. In the latter part of July, 1918, he was sent to Chicago in charge of a recruiting detachment. On January 9, 1919, he was made Officer in Charge of the Trade Test Board to succeed Captain Hand who had been promoted to Commandant of Flying Cadets at Kelly Field.

On August 9, 1918, Lieut. Spencer Bush took command, remaining until honorably discharged on January 2, 1919. Lieut. Robert W. Paden succeeded him and is in charge at this writing.

In the latter part of July, 1918, ten detachments of ten men each, were selected from this Squadron to go to the larger cities of the United States, for the purpose of recruiting men particularly suited to the highly specialized requirements of the Air Service. The work of these detachments was highly successful, in that they recruited approximately 30,000 men, men who doubtless might not have come into this branch of the service. These detachments returned to the 820th Squadron in the early part of November, 1918, immediately resuming their former duties at Trade Test Examiners.

As was stated in the beginning, the 820th Squadron was composed of the highest type of men, the nature of the work in which they were engaged necessitating this. They worked together, co-operated with their superiors and they are proud indeed of the enviable record they have established.

On the whole, the morale of this Squadron has been unusually high every man has done himself proud, and we most emphatically state that the 820th Aero Squadron of Kelly Field has earned its place in the Sun.

### ROSTER

**Master Electricians**—Couch, Frank H., Kilmer, Philip S.  
**Sergeants 1st Class**—Gentry, Jim P., Wilson, Newton A., Nesbit, Robert H., Nikolaine, Ananias, Holbrook, Fred V., Turner, Estey M., Kummig, Louis J., Hicks, Herbert W., Gustafsen, Emil, Emrick, Halden H., Collings, Ernest, Hagan, Charles H., Carty, Harry J., Landra, Frank, Clancy, Frank S., Devins, Lloyd L., Nelson, Harry V., Pendergass, V. V., Hipwell, Samuel F., Downey, Fred A., Black, Howard W.  
**Sergeants**—White, Charles R., Simonson, Edward J., Lindseth, Jens O., Ludy, Charles S., Harris, Charles S., Lacklader, Fred B., Murphy, James Sweet, Charles A., Pinta, Raymond M., Gerlach, Oscar, Helfrich, Bart P., Sturrock, Clarence H., Short, Robert, Gohsen, Paul M., Mays, Chester L., Mays, Fleming L., Handle, John C., Ball, Joseph E., Woppreier, Frank C., Shook, Leland W., McGunn, Nelson S., Hiker, Roy E., Larson, Otto, Williams, Geo. R., Brown, Edward A., Smoot, Roy E., Daily, William L., Watson, Benjamin E., Bartley, William J., Crawford, Jefferson K., McDonald, James H.  
**Chauffeurs 1st Class**—Jones, Allen C., McFarland, John H.  
**Chauffeurs**—Watson, Ralph E., McCommons, Charles A., Lanning, Linnair E., Welch, Charles J., Carrick, Robert R., Kitchen, Samuel D., Hucksby, Vernon H., Nester, Walter H., Stibley, George F., Davis, Charles L., Gastmann, Charles P., Johnson, Alfred J.  
**Corporals**—Stephens, Jacob M., Owen, William H., Houghton, William L., Shedd, Charles E., Duhamel, Alphonse L., Mihm, Frank, Whitney, Stanley E., Reynolds, Paul H., Burrell, John R., Weir, Don F., Ball, August K., Bereman, Ellis H., DeMarville, Harry T., Frost, Douglas H., Magyar, Steve E., Varady, Arthur, Mau, Raymond F., Knapp, Ralph S., Husted, Clayton L., VanDoran, Logan G., Polhemus, John G., Blough, Edward D., Marr, Paul L., Weaver, Walter R., Brown, Clifford M., Brown, Ralph C., Brown, William P., Alred, Alonzo B., Scheiner, Edwin L., Whiteacre, Richard C., Woelfel, Clifford P.  
**Cooks**—Korts, Alvin S., Huotier, Lee E.  
**Privates 1st Class**—Invall, Louis P., Fisher, Adolph G., Stuard, Thomas L., Vastine, Wiley M., Whitt, Milton.  
**Privates**—Condon, William, Cartmell, Samuel H., Edwards, Earl N., Jirock, Louis W., Mynn, John M., Bailey, Thomas F., Coffman, Roy O., Van Slyke, George H., Mowbray, William M., Fout, Leslie M., Olson, Robert E., Schlageret, Carl F., Cunningham, Robert H., Storer, William W., Ryan, Jim, White, William M., Keyes, George S., Warner, Wilbur V., Rike, Ray C., Mitchell, Earl J., Tullus, Leon, Heath, Hudson L., Robinson, John B., Traddwell, Dave.

## MILITARY POLICE

The Military Police Department and the Intelligence Department of Kelly Field were organized in the fall of 1917, with Lieut. Stratton in direct command of the Military Police.

In December, 1917, the Intelligence Department and the Military Police were separated. Lieut. Porter was placed in charge of the Military Police and Lieut. Stratton assigned elsewhere. Under Lieut. Porter's command the Military Police reached its maximum strength of sixty-four men. In May, 1918, Lieut. Porter was succeeded by Lieut. Earl Chadwell, who has since remained Military Police Officer.

During the summer of 1918 the Military Police made their greatest number of arrests numbering about 900 in one month. The average number of arrests for a month is about 270.

In September, 1918, the Military Police was put under the charge of Captain J. C. Tureck as Provost Marshal of Kelly Field. The quarters of the Military Police had been

up to this time in a building much too small for the work they were doing and so they were changed to occupy a whole building.

The happenings in the Military Police Department have been many. Whole sections of men who were doing the work have been ordered to other Fields to form the nucleus of Military Police there. Much laudable work has been done. The surrounding territory has been cleared of undesirable people. Escaped prisoners have been caught under trying circumstances. One man who had escaped from three different Guard Houses was apprehended by the Military Police when he stepped from under a bridge with his gun loaded and ready to fire, at any moving object. Furthermore, many lost and stolen articles have been returned to their respective owners. Riots among Chinese employees and other civilian employees of the Quartermaster Department have been quelled, and similar good work accomplished.





### THIRD COMPANY

**T**HE ORGANIZATION known as the Second Wing, Casual Detachment came into existence on the first day of August, 1918. At the outset it was composed of five companies of which the 3rd Company was one. To Lieut. Richard H. Street, who was placed in command, fell the task of organizing what was later to become one of the foremost companies of the Field. From a group of two hundred recruits he moulded a company which has for some time been the object of envy of the whole Second Wing.

The personnel of the 3rd Company has always been above the average as to trained men. This fact is clearly shown by the number of men always on special duty. Over fifty per cent of the company has been used in filling special duty positions since it was organized.

The spirit of the company has closely resembled that to be found in colleges. Composed of men from all parts of the United States, it took some time for them to accommodate their likes and dislikes, habits, sports, and forms of entertainment, into one way of doing things. This change gradually came about, and one could never tell that they had not lived together all their lives.

In Athletics the 3rd Company was never lacking. Because of the uncertainty of the time the men would remain in the company, no team composed entirely of members of the 3rd Company was ever organized. However when a team was called out to represent the Second Wing the names of members of the 3rd Company made up the majority of the lineup.

The red blood of true Americans has always been represented at its best by members of the 3rd Company, and without an exception this company was whole hearted in its eagerness to see overseas service.

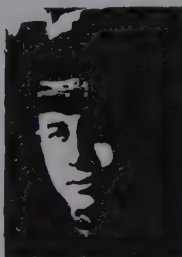
Of the first commanding officer of the 3rd Company there is little to be said in mere words. The deep respect shown him by the men of his command would more clearly show the type of man he was. It was with much regret on the part of the men that he was relieved from command of this company and placed in command of the 6th Company, which was one of the companies formed at a later date.

He was replaced as commanding officer by Lieut. Fred G. Russ. Though seemingly hard and strict he was never known to be unkind or unjust when the case was deserving of kindness or lenience. Lieut. Russ was replaced as commanding officer of the 3rd Company by his Adjutant, Lieut. Myron R. Wood. In Lieut. Wood the 3rd Company found a commanding officer who gained the respect and affection of the entire company. The open expression of affection of the men came in the form of a beautiful loving cup,

which was presented to Lieut. Wood on December 4th by Sergeant Charles A. Pussey in behalf of the entire company. Lieut. Wood has taken a very personal interest in the welfare of his men and has done everything in his power to make the life of the men a pleasure during their stay at Kelly Field.

#### ROSTER

Wood, Myron R., 2nd Lieut. A. S. A. Commanding Officer.  
 Abbott, Morrie, Amisworth, David H., Anderson, Forina C., Armstrong, William, Barry, Tom, Beis, Fred F., Burch, Wm E., Chandler, Fred W., Chadwick, Cyrus S., Churska, Polyas, Clan, James E., Cole, Chester B., Conway, Vaughn R., Cook, Luther C., Cotton, Albert G., Coulter, Harold B., Cuffman, Alton M., Cunningham, Robert H., Curry, Arthur G., Cox, Claude V., Davis, Geo E., Davis, Jacob W., Davis, Jesse C., Dawkin, Wm L., Dawson, Cloyd H., Dean, Elbert H., DeCook, David A., DeFreis, Frank, Delancy, Harold R., Devlin, Bernard F., Dial, Everett, Dial, Frank S., Dilger, Harold Dixon, Wm H., Dink, Rolt A., Doran, John A., Dunham, Maynard T., Dunn, Jim, Ealy, Wm H., Easton, Dwight, Eldins, Wm. N., Edeelen, Wm C., Edwards, Roy H., Elder, Wm A., Elliott, Lloyd J., Elwin, Lowell E., Estes, Deddie R., Evans, Calvin W., Ewell, Albert, Fallon, Harry J., Fisher, Fred E., Flickinger, Emerson R., Fort, Leonard G., Fresen, Gariot N., Fount, Lehe M., Foster, Sam Arvel, Gant, Harry D., Gay, Albert A., Gilhahn, Arthur J., Giage, Harry W., Golden, John M., Gott, Wm H., Green, Roland H., Griffin, Jesse J., Griffin, Samuel R., Guenther, Walter, Gustine, Wm H., Harper, Oliver W., Hattnett, Roy, Higgins, Joseph P., Hodges, Edgar G., Hoke, Harry G., Holland, Wm. M., Horvath, Michial S., Jones, Richard S., Jensen, Servin, Johns, Ira, Johnson, Clarence J., Kellie, Wm J., Konovalski, Albert Jr., Kutzman, Clarence R., Kurtz, Chas., Lackey, Harold W., Laisure, Ira D., Lankin, Chas E., Larsen, Hans A., Langley, Preston, Leonard Byron H., Leonard, Edward G., Liddle, Forest L., Lindemuth, Lawrence V., Lindley, Frank, Lockard, Marlton J., Lone, Famed C., Lubbers, Ike R., Lundberg, Milton H., Lyons, Ike, Meach, Alfred R., Martin, Chas E., Mathews, Benj., Meier, Wm C., Meiz, Severin E. H., Moberly, Alva I., Moravsek, Tom, Muigan, Azi D., Mowbray, Wm M., Munday, Glenn V., McMahon, John F., Mumer, Eli E., Notewate, Geo H., Olson, Robert E., Parker, Bert E., Pearce, David R., Peimantier, Wendell S., Puckett, Jewell L., Randall, Sidney H., Randazzo, Santo L., Richards, Samuel L., Rife, Frank W., Riley, James J., Roberts, Richard F., Robertson, Walter B., Ross, Walter E., Rowlands, Stewart S., Sago, Osan, Schlager, Carl F., Schroer, Theo G., Skotnicki, Paul E., Stanford, James A., Starnes, Walter W., Sutherland, Ray P., Taggart, John A., Treasure, Geo D., Van Sikke, Geo H., Volkmar, Elmer M., Wagner, Chas J., Warsoff, Isidore, West, Will Fy, Williams, James L., Wright, Lawrence, Wyatt, Wm W., Attached for Duty—Barnett, Franklin P., Beind, Paul, Conner, James D., Marshall, Egbert P., Pusey, Chas A.



Lieut. WOOD  
Commanding

#### BRAINLESS BATES SAYS

"If the C. O. reprimands you don't salute the next time you meet as he may still be angry and not wish to speak."



## SIXTH COMPANY

**T**HE 6th Company, one of the first companies to be organized in the 2nd Wing of the Concentration Brigade, and fortunate in the appointment of an efficient officer and enlisted personnel has achieved an enviable record in the history of this division of Kelly Field.

First Lieutenant Walter F. McDaniel, the commanding officer, who saw ten months service as a flyer in France with the American forces, has by his fairness and just discipline won the esteem and admiration of all the men of his command. When a passing review is held by the commanding officer of the 2nd Wing, Concentration Brigade, Lieut. McDaniel and his men always win highest honors for efficiency.



Lieut. McDaniel  
Commanding

The non-commissioned officers, who have assisted in bringing the company up to this high standard are: Joseph L. Franch, First Sergeant; William Bates, sergeant Major; W. F. McDaniel, Duty Sergeant; Rudolph Judimir, Supply Sergeant;

Frederick E. McCain Company Clerk.

This company rightfully boasts of having more men on special duty in all branches of governmental work than any other company and also that not a single man in the company ever served a term in the guard house.

Only one death occurred in the 6th Company, that of Private Alfred B. Walters, Jr., while at his home in Louisiana during the Christmas holidays.

### ROSTER

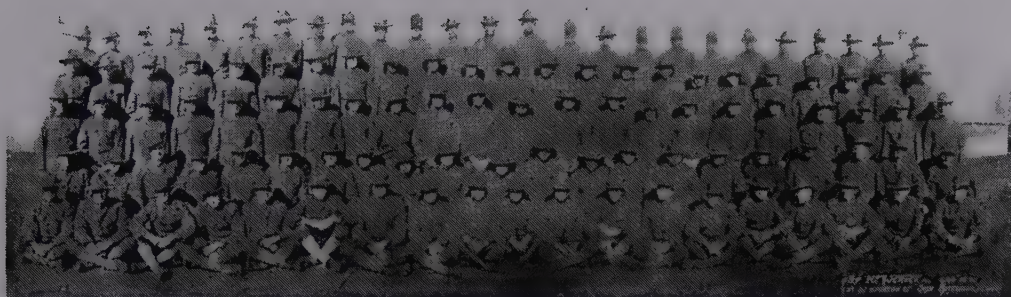
**Commanding Officer**—Walter F. McDaniel 1st Lieut. A.S.A.  
Abrams, Earl B., Abrams, Harrison, Adams, Corbett, Adams, Claude O., Adams, Floyd B., Adams, Forrest L., Adlington, George W., Abr, Charles J., Akin, Ambrose M., Akins, Leon H., Aldridge, Karl J., Allen, Charles P., Allen, Richard N., Anderson, Arthur A., Anderson, Argolis L., Anderson, John E., Andrews, Hubert E., Acdis, James H., Arnold, Larnes

L., Arthur, Thomas J., Austin, Byrd, Bach, Irving J., Bachschl, Arthur O., Badgett, George M., Baker, Jack, Baker, James L., Ball, Charles W., Barker, Bonaparte D., Bates, Dolph, Bates, William, Beavers, Glenn, Benedict, Ivan C., Berg, Harry L., Blocker, Byron W., Black, Malcolm C., Black, Sanford, Blackburn, William L., Blackwell, Clifford C., Blue, John N., Bodene, Carl S., Borden, Charles A., Bragg, Thomas C., Butler, John A., Coker, Gerald E., Combs, Francis L., Cook, Homer A., Cookson, John H., Corso, John P., Copeland, George F., Coppack, William A., Cornell, James B., Cowan, Rommel R., Credit, Harry B., Cranfill, John D., Crawford, William H., Crees, Lawrence, Crees, Thomas, E., Crocker, Arthur J., Crockett, Henry H., Cutter, Eugene H., Dalby, Hiram Floyd, Dalton, Daleo E., Daniels, Clarence A., Daniels, Willis F., Darrah, William M., Decker, Bert R., Devine, Patrick A., Devine, John V., Day, Roger T., Deye, Fred A., Draper, Charles A., Dryer, John H., Dubnick, David D., Dunlap, James W., Epperson, Charles G., Evans, Howard S., Evans, Russell F., Eynon, John H., Flynn, Fred C., Fritz, James R., Franch, J. S., Geer, James N., Ghislin, Harry W., Gleason, Thomas F., Grabrian, Peter P., Grant, George M., Gunther, Theodore H., Gunter, Warren, Hagelbuck, Norman C., Hallstrom, Paul G., Hartzell, Walton H., Hedge, Herbert F., Hackett, Byron F., Higbee, Charles E., Hone, Mark F., Horton, Edwin L., Hosner, Avery L., Howes, Jesse F., Huddleston, Claude T., Hughes, Christopher E., Hunter, Frank W., Infanger, Arthur H., Jacobson, Carl H., Jennings, Leon C., Jean, Napoleon, Jester, Joseph B., Johnson, George W., Johnson, John W., Joy, Andrew W., Jura, Ralph T., Kelly, John C., Kelly, James P., Keyes, George S., King, Harry L., Kirk, Ole G., Kirston, Frederick H., Lackore, Floyd M., Lautzenheiser, Ralph, Lawrence, Timothy W., Lee, Ross, Levander, Edwin H., Lewis, Walter E., Mager, Harry, Major, Frederick A., Manning, Joseph R., McCain, Frederick E., McFarlin, Walter M., Mclean, Coy A., Meador, Smith J., Heador, William J. B., Miller, Walter A., Mitchell, Andrew A., Moore, Calvin C., Morgan, Wilford R., Morris, Lynn A., Morphy, Robert L., Nelson, Severin M., O'Brien, William J., Oliver, Marshall R., Ott, George, Parish, William O., Paxton, William D., Peters, Robert J., Phelps, Vern V., Phillips, James J., Pickens, George T., Piers, Temple S., Pittser, Linton J., Potter, Claude A., Price, James H., Prindle, A. J., Pugh, George A., Pulley, Moody D., Queen, George O., Quiller, Earl H., Raiston, Neil, Reed, Reuben, Reynolds, Joseph A., Senich, Robert, Rippy, Earl A., Schreck, Lawrence, Shaw, Bryon, Shoemaker, R. T., Summs, Raymond A., Sims, Joseph L., Singleton, William, Stahl, Harry K., Stoneripher, Elmer H., Sullivan, Lawrence O., Taylor, Sam G., Turner, Loyd D., Thomas, Neal T., Thomas, Verdi, Wallish, Lawrence F., Ward, Allen, Warner, Wilbur V., Watson, John A., Watson, William A., Williams, Homer T.

Sentinel: "Halt, who's there?"

His Bunkie (Returning from town, and walking straight up to the amazed sentinel): "Hello, shorty, don't you know me?"





## SEVENTH COMPANY

The Seventh Company has an unequalled history, which is interesting in connection with the development of the Second Wing of Kelly Field. This Company was organized September 15, 1918, and consisted of men from Camp Mabry, College station, Texas, and Fort Logan.

Under the command of Lieut. Volney T. Malotte the Seventh Company thrived and soon gained the reputation of being the best company of the second wing. Some of the reasons for its enviable record are the following: 1. "Chow." This company was known to hand out the best meals of all the companies. 2. A recreation room. The only one existing in the 2nd Wing, and installed in the mess hall. The men rented a piano, and the Y. M. C. A. loaned the company a number of good books. These two reasons went a long way in upholding the spirit of the men. Even on rainy days the Seventh, with an enrollment of 200 men,

was a cheerful organization. The following constituted the Executive force: Commanding Officer, Lieut. Volney T. Malotte, Adjutant, Lieut. F. E. Conrad, Supply Officer, Lieut. Brinkley Evans. Acting Sergeants, 1st Sgt. "Top Kick" Webb, Duty Sgt. M. J. Brooks, Supply Sgt. B. Phis. Sgt.-Major Wm. E. Jones, Company Clerk, C. G. Wagner. Mess Sgt. E. H. Duffin, and Orderly, "Smiling" Joe Sullivan, probably Irish. One other member whom we would feign mention was "Fatty" Quattlebaum; rather a queer name we admit so "Fatty" was assigned to a queer job of guard duty in the neighborhood of the middle of the Company Line.

The Company disorganized January 31st, 1919, when 75% of the men were discharged and the rest were transferred to different parts of the field.

### ROSTER

William E. Jones, Sergeant Major; Karl G. Wagner, Asst. Sergeant Major; Edward L. Scherer, Clerk.

Albertson, Arthur, Armose, Laurids M., Baty, Lee, Blue, John H., Bosdeker, Auznet F., Bolen, Fred H., Bolser, Norman J., Booth, Lloyd L., Boyd, Judson, Braly, Byron B., Brezocall, Foster, Brewer, George M., Brinkman, Bosh, Willie M., Butcher, Rufus M., Cadmarin J., Brooks, William E., Brookshire, Austin, Brown, Byron E., Brown, Clarence E., Brown, Fred V., Brown, George W., Brown, Leslie C., Brown, William C., Bruce, Finis W., Buckles, Dean, Bulla, Ray A., Bungenstock, Henry P., Burness, Noel Q., Burkhardt, Herman Bosh, Willie M., Butcher, Rufus M., Cadwell, Clarence J., Cagle, William R., Cain, George E., Cannon, Bustin, Cantrill, Hoses H., Carlton, Erby E., Carpenter, Clive J., Cave, Wm. N., Daugherty, Carl A., Davis, Claud, Edenburg, Simon F., Embery, Wendell H., Ewing, Guy M., Farmer, Tom P., Penn, Weaver C., Fielden, Robert L., Fillman, Earl J., Flynn, Peter G., Fontender, Paul F., Fort, Sterling, Fordtran, Benj. E., Foster, Don C., Foster, Leo J., Fox, John, Fox, John H., French, James E., Fridell, Clyde C., Fry, Bert E., Fry, Robert L., Fuls, Joseph D., Fonk, John H., Gattis, Fred G., Gray, John H., Grayson, Orion C., Grisson, Clarence L., Hamilton, John H., Hodel, Otto H., Howard, Carl A., Kirchhoff, Anthony E., Lange, Walter, Larsen, Robert T., Lutz, Frederick A., Martin, Roy L., Mason, Bert R.,



Lieut. MALOTTE  
Commanding

Masters, Thomas, Mathison, Merle E., Miller, Eugene L., Mitchell, Earl J., Moore, George L., Morrow, Joseph A., Moss, Pleasant E., McBurney, Murray H., McConnell, Wm. W., McCulley, Samuel E., McErmitt, Dallas D., McDavitt, Lyle, McGraw, Anthony J., McNeill, Connie, McMurray, Herbert W., Nichols, Olin O., O'Donnell, James E., Pabre, Henry Pearce, Richard G., Peter, Ernest, Peterman, Loyd S., Peterson, Orval N., Peterson, Oscar R., Petty, O. C., Pitts, Beatty N., Putnam, Joseph G., Quattlebaum, James R., Racey, Walter W., Rason, Cecil W., Ridout, Leo M., Reed, Harry D., Reed, Raymond J., Ritters, George H., Rike, Roy C., Rogers, Reithal W., Rowan, James F., Ruggle, Walter L., Ruggles, Walter A., Roth, Elmer, Sauer, Francis J., Saunders, Jesse F., Schauer, Ralph V., Schmidt, August F., W. Smith, Ira J., H. Smith, Albert A., Shannon, Dean Schumpp, Edward

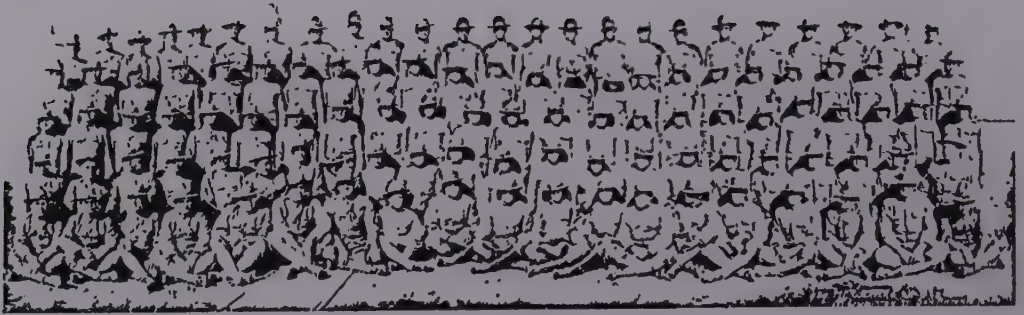
Smith, Walter J., Spivak, Haven D., Stapleton, Francis P., Stephens, Floyd C., Stein, Nathan, Stewart, Harold A., St. James, Louis W., Stockton, Lawrence, Stone, Robert C., Stroupe, William E., Sullivan, Joe, Thomas, Ivan B. L., Thompson, Frank A., Thompson, Philip S., Tiemanns, Sherman A., Trullitt, Ledford O., Tuffield, Albert A., Turner, Roy A., Tyler, Walter, Van Niburgan, Benj. Wagner, John J., Walker, Leslie E., Wallace, Leo R., Walsh, William W., Watson, Thomas E., Webb, Chas. H., Weiss, Louis, Wenczens, Peter G., Waterward, Thaddeus, White, Samuel L., Whalen, James J., Wieland, Erwin O., Williams, Dow A., Williams, Frank V., Wilson, David S., Wilson, Loren A., Wilson, Webb A., Wood, Thomas S., Wright, John C., Yeaman, Alva B., Young, Levi G., Zumtobel, Jos. G.



Lieut. F. E. CONRAD



Lieut. B. EVANS



## EIGHTH COMPANY

As seen through the Kaleidoscope with "Turn the Crank Jerry"

**S**TEP RIGHT up gentlemen and look them over! The grandest collection of assorted (and distorted) miscellaneous fits and misfits ever gathered together selected from the Selective Draft which blew them from all corners of the earth. Here is your opportunity! Something interesting, amusing, educational; let us take you through on this wonderful sightseeing tour, that you may gaze on this variety of superhuman specimens held in captivity, for soon the Pied Piper is to blow his trumpet and they will again sink into oblivion. Our friend Jerry will pilot us through and explain the main points of interest. All aboard! With a wild honk-honk Jerry cranks his Liberty and we're off. Hold your hats, boys, and don't rock the boat!

First we come to exhibit "A" better known as the "Orderly Room." Opens promptly at 7:00 A. M. daily, and, according to its occupants, never closes. Here we find the Brains of the Company though no murder has ever been committed. Under the charge of Brains we have the following executives: Lieuts. Mark Hopkins (C. O.) and Walter F. Blackston (S. O.) with Lieuts. Louis E. Eddy and William H. Davis honorably attached and held for emergency. Who is that little chubby cherub in the corner? Ha! That is Sgt. Major Gaedtko. He was scheduled to command a regiment but the war ended too soon. At any rate, he's a good scout and deserving of a lot of credit he'll never get. Close the muffler lest you attract the attention of that stalwart Napoleonic figure whose bosom is adorned with a sharpshooter medal, which it is said he won by shooting "Goldbricks" to the Wood Pile. This is Top Sgt. Reimus. His whistle is his greatest pride and there is no bugle call he cannot blow. Thus he and the boys "fall out" quite often on this account, especially for a fire on a cold wet night. Then we come to our maid of mercy, Pvt. Blucher, of sick-book fame, who can scent a "Goldbrick" like a fox hound. Next we have ragtime Schmalz of Underwood origin and operatic inclinations who tickles the keys with a fox trot at Reveille and plays Home Sweet Home at "Taps." His grief dates back to the signing of the Armistice and the resultant requests for discharges, for in the rush he overlooked his own application.

Next we come to the Supply Tent where an invisible sign reads "Leave all Hopes behind" that is, if you want supplies. Sergeant Buckhalter is merely recovering from "the night before." To disturb his peaceful slumber is a court-martial offense. Supplies are only a small matter and can be attended to after 11:00 A. M. so why worry?

The rest are noted in the roster below.

### ROSTER

**Officers**—Mark Hopkins, 1st Lt. A. S. A., C. O., Walter F. Blackston, 2nd Lt. A. S. A., S. O.; Louis E. Eddy, 2nd Lt. A. S. A., Attached, William H. Davis, 2nd Lt. A. S. A., Attached.

**Non-Commissioned Officers**—Julius Gaedtko, Sergeant Major, John F. Reimus, 1st Sergeant, Abraham Buckhalter, Supply Sergeant.

**Personnel**—Adams, Robert L., Amann, Charles J., Anderson, William H., Anton, Waldo, Atkins, Paul, Bandt, William L., Barnes, Earl, Bates, Delbert W., Bartula, Raymond, Berger, Louis, Budsall, Harold S., Bennett, Haimon H., Blech, Chris, Blomgren, Carl E., Blucher, Edmund G., Bode, Fred W., Bohac, Edwin J., Bolin, Fred Wm., Betts, William L., Boyd, Archie E., Dottoms, Elmer E., Bouchard, Charles, Bravod, Swen O., Britton, Joseph H., Bruner, John, Brown, Steve M., Brown, Johnnie, Buckingham, Joe H., Burton, William R., Burns, Edward A., Bush, James H., Canster, Cecil D., Callahan, Nathan J., Clanton, Jim G., Coke, James, Cole, Willard G., Coleman, Edward L., Cooke, Cecil H., Cummings, William V., Cook, James H., Curry, Theron L., D'Allesandro, Patsy P., Davis, Leslie S., Denhof, Charles E., Denchie, William A., Devore, Charles, Dickinson, Claud, Doerschlag, George J., Doe, Irving J., Dry, Daniel, Earl, Matt B., Easley, Samuel L., Essex, Cy Ross, Fagg, Raymond L., Fessman, James W., Flenner, Harry A., Foxall, Will, Feldman, Sam, Finn, James A., Fontaine, Alfred L., Friedell, Carl J., Fuller, Otis E., Gaiotto, Ottavia, Glennon, Michael, Guldberg Aksel, Gelhar, Charles, Griffith, Roy, Hargrove, Richard M., Hansen, Carl A., Herrett, George L., Hawkins, John R., Henry, John T., Hill, Allen S., Hinch, Thomas J., Hummer, Raymond F., Rumble, William F., Hundley, Elijah J., Hunter, Joseph H., Jarvis, William H., Jaxcox, Clarence W., Jekis, William F., Jenkins, Albert, Kennedy, Irvin, Killingsworth, Thomas, King, Francis L., Krueger, Richard, Linnam, William L., Lankford, Ollie E., Latoux, Arthur J., Lillard, John S., Low, Roscoe C., Maddox, Albert E., Magnuson, Lloyd V., Marvin, Melvin M., May, Eugene F., Maxionne, George J., McDearman, Ray, McKenna, Joe, McKnight, Robert, Mellann, Edwin S., McBroon, Artemus, Meyer, Walter M., Millsap, Elmer E., Mauldin, Ben I., Minton, Protis E., Meik Roy A., Mock, George P., Moffett, Clarence G., Morton, Henry G., Murrow, Harry E., Meyers, James E., Norris, Tony C., Nussbaum, Roy C., Oberle, Frank A., On, Chew, Ott, Lloyd, Parker, Edwin F., Pierce, Charles P., Pizzi, Eugene J., Popper, Herman W., Pollett, Albert, Puccinelli, Luigi, Pather, Owen C., Pryor, Thomas A., Pyle, Earl O., Ragan, Herbert H., Rankin, Walter H., Rea, Samuel G., Reno, Ben L., Richards, William E., Richardson, Leo J., Robinson, John M., Robertson, James W., Root, Thomas J., Rowe, Harry, Nanson, James G., Selman, Tessie B., Schmalz, Paul E., Schweitzer, Nelson, Scruggs, Thomas C., Shorman, Willie G., Simmons, Roy, Smith, Norman D., Smith, Hugh H., Stanley, Paul H., Starr, Charles W., Stewart, Langston R., Tagader, Emmett E., Theuer, Francis H., Tullios, Leon, Van Orman, Ross D., Wade, John H., Walker, Charles E., Whayne, Nathan B., Weaver, Cecil E., Welch, Albert E., Ward, Math R., West, Clarence A., Westgren, Fred E., Wickham, Wilder F., Wildwood, Eugene F., Whitthead, Robert H., Williams, Jess R., Winslow, Byron M., Wood, Willie, Woodhuff, Guy C., Yocum, Joe.





## NINTH COMPANY

**T**HE NINTH COMPANY was formed on the fourth day of November, 1918. Many of the men came from the middle west and northern states and were filled with pep and vigor, besides having previous military training at Camp Funston, Kansas. They were known to be some of the most efficient and capable men in the Field.

Most of the men were mechanics and were chosen from among thousands at Camp Funston, to be transferred to the Aviation Section of the Army.

Every one was filled with enthusiasm, ready and anxious to go across and get in the front lines. After being in Kelly Field ten days the Armistice was signed. Every man in the Company was glad that it was over, but at the same time sorry he couldn't be in the fight.

But with cheers and enthusiasm over the Great American Victory, they went on each day working as though the war had just begun and continued to do so until the job was finished and each was honorably discharged.

The Ninth Company men were proud of their Commanding Officers. Their first officer was Lieutenant Edward E. Dean, who was transferred to Washington, D. C., and was succeeded by Lieutenant Emmett L. Ingram, a very capable officer, and a friend to every soldier.

Many of the men were found present at the educational classes at the Y. M. C. A. and furnished the majority of teachers in these classes.

After spending over two months in the Field, the men were preparing to be discharged. They were all happy in the expectation of seeing their dear ones again, but at the same time sad to think of the day soon to come when they were to be separated, each one to his own corner of the world.

Lieut. E. L. Ingram enlisted August 3rd, 1914, was sent to Ground Officers Training School Kelly Field No. 2 on October 17th and Graduated on December 8th, being appointed 1st Lieut. Signal R. C. A. S., December 20, 1917. Was assigned to the Concentration Brigade and assumed command of 9th Company 2nd Wing on December 9th, 1918.

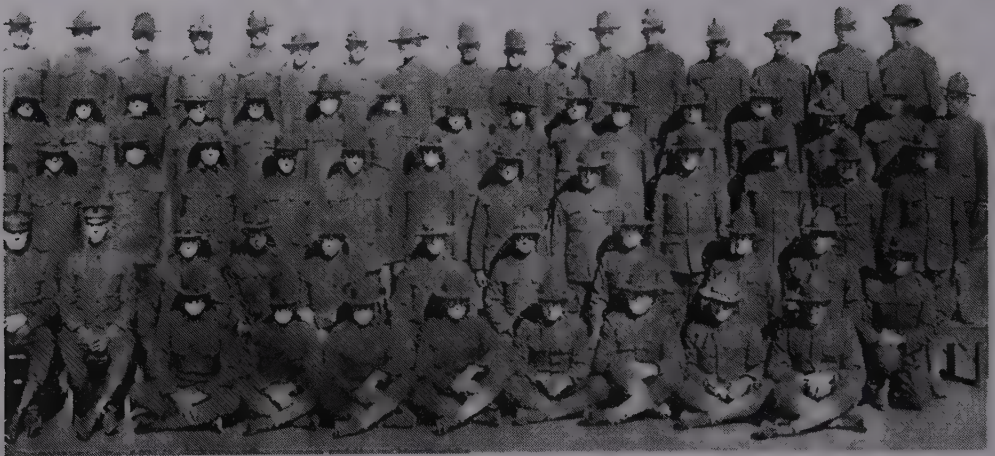


Lieut. E. L. INGRAM  
Commanding

### ROSTER

B. F. Smith, Sergeant Major; Thomas L. Graham, 1st Sgt. Ammacker, John O., Amick, Charles A., Anderson, Anthony, Anderson, Eliert, Andrea, Edward M., Arneson, Oliver E., Arnold, Charles K., Atkeson, Earl G., Bates, John I., Barnes, Austin W., Basher, Ralph A., Baum, James V. H., Blackburn, John C., Bonaly, Joseph, Bradrick, Arthur G., Brady, Stama L., Brown, Chesenton, Brown, Lillert, Buchanan, Carl P., Byrne, Joseph T., Caldwell, George J., Calkins, Howard M., Cantrell, Dewey R., Carr, Hugh, Chubb, True M., Clements, Robert A., Cochran, Charles A., Coeclin, John F., Coffelt, Herbert B., Covert, Clyde C., Cooley, Loren W., Cope, Judge A., Cohen, Harry, Cox, Allen A., Dana, Paul F., Davidson, Thomas M., Davis, William H., Dearing, Charles E., Devere, Paul, Dishman, Archie, Doffey, Wilbur P., Doby, Jesse C., Duckworth, O. K., Duncan, Glenn, Eckert, Julius, Elder, James A., Erickson, Frank B., Fabbri, Emil, Fender, Clayton G., Forrest, Orin, Flanders, Clatus M., Fugatto, Charles C., Gahan, Edwin S., Gal-lacher, Edward T., Gancee, Edwin R., Gosney, David A., Grieshammer, Wilbert, Green, Gordon, Green, Frank M., Gromm, Ralph E., Guse, Elmer J., Gurlier, Leonard E., Hancock, E. C., Hansen, Thorbjorn, Harper, Archie W., Harcourt, Charles A., Hawkes, Herbert W., Hayden, Charles H., Helton, William A., Hickey, Carney, Hickman, Ray M., Hilligoss, Francis R., Houske, Lloyd J., Hrade, William, Hrencher, Clarence F., Hughes, Clarence E., Hunt, William A., Hurst, Ervin B., Jansen, Emil J., Jackas, John, Johnson, Monte, Johnson, Arthur C., Johnson, Lee R., Johnston, Joe A., Kastner, Albie M., Kaufman, Frank, Kennedy, Maurice J., Kennedy, Richard, King, Hubert R., Kinzer, William H., Kilne, Ervin, Koch, John C., Koenig, Tony, Lamert, Jaceo, Lang, Walter, Larson, Clarence D., Larson, Everett E., Hauven, Peter, Linquist, Louis L., Liebelt, Charles, Lisee, Robert, Lucid, Charles L., Lucking, Henry L., Mall, Ernest J., Massee, Herbert W., Maxwell, Robert A., Mabery, Buford L., McVedle, Henry J., Miller, Maurice A., Miles, Leon C., Moore, Edward M., Moore, Roscoe E., Merrill, Joseph, Mueller, Herman, Mollenberg, Reek, Norman, Reems, Benjamin, Rice, Michel J., Riehart, Lloyd, Roberts, William, Schuetz, Henry W., Shields, Fred D., Rheemaker, Joseph L., Sigloh, John H., Sipple, Earl C., Sig, Henderson E., Stahlbrock, Bert, Stinson, Almer L., Straub, Theodore D., Stitt, Carl F., Sprack, Orval O., Stanton, James L., Stoolada, Jerry J., Swint, Harvey E., Thompson, Frank V., Stevens, Julius C., Tuckek, Charles H., Vaughan, Ralph H., Vaughn, Chester L., Vetter, Alexander, Wallingford, William, Ward, Vess J., Washer, Philip, Weir, Thomas A., Wendt, George L., West, Charles, White, Floyd E., Wilhuhn, John T., Williams, Lorenzo L., Williams, Seth R., Wilson, William A., Yeakel, Frank S., Yeatman, Lloyd S., Zoller, August.

## NINTH COMPANY



### 84th SQUADRON RE-ORGANIZED—(Formerly 633)

The 84th Squadron was originally a cadet squadron, until February 28th, when it was made the Air Service Supply Squadron, to take the place of the 633rd Squadron, disorganized. The Squadron has an enlisted personnel of about 100 men, many of whom were members of the 633rd, although some of the men were transferred in from various other squadrons on the field. Lieut. Volney T. Malotte is the Commanding Officer. Lieut. H. K. Collier is the Adjutant. Following are the enlisted pilots of the organization: Sgt.-Major C. C. Biehl, clerk Cpl. Howard B. Culmer, 1st Sgt. August Ball, Supply Sgt. B. B. Braley, Mess Sgt. John Nessman.

#### ROSTER

**Master Electrician**—Farrow, Ernest E. **Sergeants 1st Class**—Perry, Earl A., Donaldson, Ralph E., Filsinger, Raymond G. **Sergeants**—White, Charles R., Nelson, James B., Rigby, Jonathan. **Corporals**—Knoud, William F., Vroman, Ross D., Wickersham, Emmett C., Jacquet, Edmund M., Doe, Albert D., Stockland, Martin D., Brunett, Albert W., Ball, August K., Husband, Claude R., Cuthers, Harold G. **Chauffeurs 1st Class**—

Worthy, William E., Gilg, Ernest. **Chauffeurs**—Molton, George A., Watson, Harry J., **Cooks**—Signore, Anthony Del, Warnica, Frank A., Pruden, Leroy A., Winkwitz, Herman W., Denko, George, Jones, Will L. **Privates 1st Class**—Greeney, Harry, Hutchings, Phillip J., Kershaw, Robert A., Norton, Herbert A., Rodgers, Frank A., Ross, Dewey V., Roth, Frank A., King, Sam H., Delaney, Bernard J., Engel, Simon L., Kay, Arthur B., Stewart, Alexander, Shimick, Leopold L. **Privates**—Brown, Fred V., Badgett, George, Biel, Emil, Bonady, Joseph D., Buckles, Dean, Doak, Robert A., Duncan, Glenn, Gahan, Edwin, Goshin, Harry W., Guondard, Sagness, Hansch, Neil D., Harau, Edward M., Hastings, William K., James, Samuel E., Kasper, Alfred E., Kuester, Louis E., Larson, Clarence B., Mabary, Buford L., Moss, Robert W., Mueller, Norman, Nichols, John S., Nommensen, William H., Pohnel, William C., Powell, George L., Rawn, Arthur F., Schuette, Albert, Van Slyke, George H., Wilson, Austin E., Zoller, August, Wilson, Loren A., Owensney, William O., Swanson, Charles R., Ellard, Elmo B., Mehgle, Glenn A., Wilson, Ralph E., Bertana, Felice, Cavellie, Rocco, Stapleton, Francis M., Borgis, Francis W., Brown, Leslie C., Edinburg, Simon P., Jurke, Herman H., McManus, George R., Nichols, Owen O., Spivak, Haven D., Sullivan, Joe, Williams, George, Bruckley, Donald H., Weber, Ernest E., Baass, John V. W., Elder, William C., Sanchez, Pete N., Symonds, Paul, Priemath, Albert H., O'Donnell, James F.

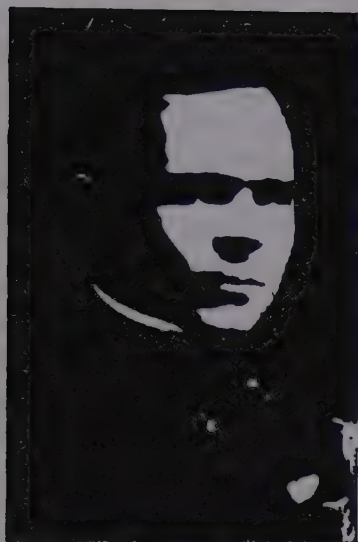


NEW 84th

PHOTO BY STEELE



## "ACCOUNTED FOR"



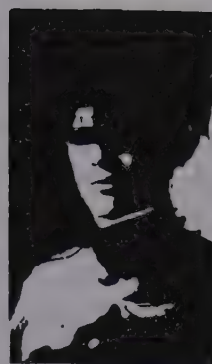
Major P. E. VAN NOSTRAND  
Former Adjutant

Major

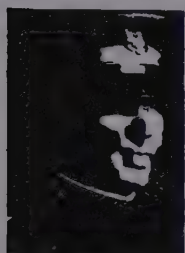
P E. VAN NOSTRAND

Assigned as Post Adjutant August 14, 1917, reporting from Mobilization Camp, Syracuse, N. Y. Appointed Major, S. C. from Captain, Inf., Oct. 23, 1917. Relieved and proceeded to Fort Omaha, Neb May 8, 1918.

Major Van Nostrand was one of the pioneers of Kelly Field.



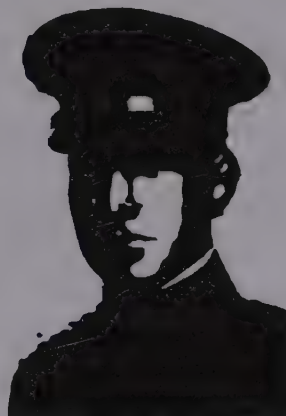
Major C. H. MARANVILLE,  
Former Personnel Adjutant



Capt. HORACE SOULE

Captain HORACE SOULE

Commissioned February 19, 1917 Assigned to duty with 81st Sqdn. Sept. 28, 1917. Assigned to Recruit Headquarters October 22, 1917. Appointed Captain, A S S C. March 25, 1918. Ass't. Fire Marshall September 11, 1918. Brigade Adj't. Conc. Br. September 21, 1918. Detailed as member of Correspondence Board December 31, 1918. Relieved from duty and honorably discharged Feb. 2, 1919



Lt. W. P. SMITH,  
Former Asst. Adjutant



Lt. EARL CHADWELL,  
Military Police



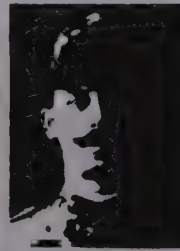
Lt F. E. FENSCH,  
Post Auditor



Lt. M. HOPKINS,  
C. O. 8th Co.



Lt. H. TEMPLETON,  
C O. 819 Sqdn.



Lt. C. JENSEN,  
Fire Dept.

## WAR RISK INSURANCE AND ALLOTMENT SECTION

**T**HE Bureau of War Risk Insurance first opened an office on this Field January 15th, 1918, so that the enlisted personnel might have every advantage possible incident to the taking out of Government Insurance. The Allotment Section of this office was also instituted to handle the various cases of allotments made by men in the Field and to furnish them with all information possible on the subject. Both of these departments have proved to be exceedingly valuable and have been kept actively engaged almost constantly since the department's organization.

During the Liberty Loan Drives and the War Savings Stamps Sales, the work for Kelly Field was given over

to this Bureau and they handled it in admirable form. Bonds were sold far in excess of the quota set upon the field and in all nearly \$100,000.00 worth of War Savings Stamps were sold. Insurance has been written for 31,886 men to the value of \$283,167,500.00 and at least 150,000 acts of allotment forms have been turned in to Washington.

The Bureau was first located along the Erie City Road, near the Post Office, but is now in a building directly opposite Post Headquarters. The officers in charge of the Bureau from its creation to the present time were: Capt. T. Semmes Walmsley, Lieuts. Harold F. Semple, Victor L. Huszagh, James L. Pridde, George A. Clark, Henry P. Osborne and George A. Curran.

### MILITARY INTELLIGENCE DIVISION

**T**HE FOLLOWING is a brief sketch of the various duties administered by the Intelligence Office since it was established at Kelly Field in December, 1917.

Its principal work has been to eliminate, as far as possible, all enemy workings and propaganda in Kelly Field and vicinity. It has from time to time investigated reports of alleged disloyalty, sabotage, enemy propaganda--literature and various other enemy workings, and has in many cases brought to justice and secured the punishment of the offenders.

It has also investigated cases of theft, desertion, absences without leave, conscientious objectors, draft evaders, civilians who had illegal dealings with soldiers, forgery, graft, and other misdemeanors detrimental to the United States Army. The office has also cooperated with the Department of Justice and the American Protective League.

Another duty that the Intelligence Office has performed, and which is well worth mentioning, is the assistance rendered the Federal Naturalization Bureau in the naturalization of aliens under the Act of Congress of May 9, 1918. By virtue of this work many worthy aliens have been made citizens of our country. No less than 680 men have been naturalized at this Field under this Act.

A system was originated and installed by this office whereby a record was secured of every alien and man of foreign parentage in Kelly Field. Every man as a part of his Trade Test passed through the Intelligence office and was questioned as to his birth, parentage, loyalty, like or dislike of the Army, etc., and in many cases petty matters were straightened out and the man and the Service benefited thereby. There are records of approximately fifteen thousand men of alien birth or parentage in the files of the office.

Capt. John J. Gallagher A. S. A. is in charge of the work of this Department and is ably assisted by Lieut. Louis A. Feider A. S. M. A.

### KELLY FIELD POST OFFICE

The Kelly Field Post Office was established May, 1917, in two small tents, with a working force of two men, mail being delivered from Main Post Office by motorcycle. The field consisted at that time of three thousand men, but gradually grew and the Post Office was then moved to the small building now occupied by the telegraph office. It was only a short time until these quarters proved inadequate and the present office was planned and fitted with all facilities capable of handling twenty-thousand men.

Then came the great rush of December, 1917, and January-February 1918, when forty thousand recruits were transferred to Kelly Field. Forty-four clerks were required to care for the great amount of mail sent to this field. After due consideration a Branch Military Post Office was established by the military authorities, with Captain Brooks in charge. This office was organized similar to the General Delivery Division in all post offices, with the exception that authorized mail-orderlies called with corrected roster of the men in their respective organizations and received all mail.

The following data will give a fair idea of the amount of mail that passed through this office: January, 1918, stamp sales \$11,004.59; registers received for delivery 24,915; money-orders issued 1717, amounting to \$40,000. March was the banner month with a stamp sale of \$17,956.09. The average out-going mail was 35,000 pieces of letter, 30 sacks of second and third class, and 12 pouches of first class. Incoming mail 315 sacks, 20 pouches first class.

The first trenches "over there" had nothing on Kelly Field Post Office, working hours being from 7:30 A. M. until 9 and 11 P. M. every day in the week during the winter of 1917-18.

From a small unpretentious organization, Kelly Field Post Office has passed to an independent branch Post Office maintaining a three-truck delivery, making connection with all the principal mail trains entering and leaving the city nearby.

Mr. J. J. Connelly has been the postmaster in charge



GENERAL G. H. ESTES AND COLONEL PRATT



PRINCE AXEL'S VISIT



## HISTORY OF THE FLYING DEPARTMENT

**W**HEN Kelly Field was first designated by the War flying fields in this country, the Flying Department Department in the spring of 1917 as one of the was unknown, and what is the Flying Department of today was then nothing but a barren and vast area of mesquite and brush. This vast area lying to the west of Kelly Field was cleared away during the summer of 1917, numerous hangars, shops, buildings and barracks were erected and about September 15th, 1917, the Flying Department of Kelly Field became a reality. The terrain of the country with its broad level plains, the ideal atmospheric conditions, the wonderfully equipped shops and hangars and facilities for repairs, all combined to soon make Kelly Field known throughout the land as one of the greatest, if not the greatest flying field in the country. The Flying Department at the beginning was designated as Kelly Field No. 2 to distinguish it from Kelly Field proper, which then assumed the name of Kelly Field No. 1. Later the name Kelly Field No. 2 was officially changed to the Flying Department, but it is still commonly referred to as Kelly Field No. 2. Thus came into existence the two great subdivisions of Kelly Field—the one, a concentration camp, handling the organization, instruction and supervision of the enlisted personnel for duty overseas and at other flying fields throughout the country; the other, a flying field, training officers and cadets in their elementary instruction for flying duty overseas, and working under conditions similar to those that might be experienced on the actual field of battle. In fact, both fields united formed one of the nuclei of the American Air Service.

The Flying Department during the latter part of 1917, although still in its infancy, started to devote its attention to the actual training of the flyers, and immediately undertook to perfect its organization to handle efficiently and expeditiously the vast amount of elementary training that was to be its share in the world war. Its administration was divided into the following principal subdivisions; the Headquarters of the Flying Department, supervising the activities of the field; the Officer in Charge of Flying, supervising and handling the actual flying training of the officers and cadets; the Cadet Wing, directly in control of the curriculum and preliminary instruction of the cadets; and the Engineering Department, responsible for the actual upkeep and care of the planes and motors. Many other subsidiary departments were created to harmonize and assist in maintaining the field at its efficient standard—and all in all the Flying Department was ready always to fully undertake any mission the War Department might assign to it.

As the year 1918 began and progressed, the Flying Department began to display its true stride of efficiency and speed, and its range of activities advanced by leaps and bounds. It was a hot bed of activity. The atmosphere

was clouded with planes from daybreak to sunset; cadets and officers were completing their instruction in record breaking time; the personnel was changing with rapid frequency; the workers in the huge shops and hangars were toiling night and day to keep every plane and motor in operation; and everyone was striving to the utmost to assist the country in its hour of need.

The early part of the summer of 1918, with its advent of good flying weather in the North, caused a temporary lull in the flying activities of the Flying Department. Many northern flying fields were established, and the greater part of the cadets and student officers from the various Ground Schools throughout the country migrated to the northern fields. However, the Flying Department still continued to do a lion's share in the elementary training. During the summer months plans were being perfected to more efficiently handle the huge portion of the training burden that would fall upon the Flying Department again in the Fall, and when, with the subsequent closing of the northern fields, the influx of cadets and student officers would revert back to it.

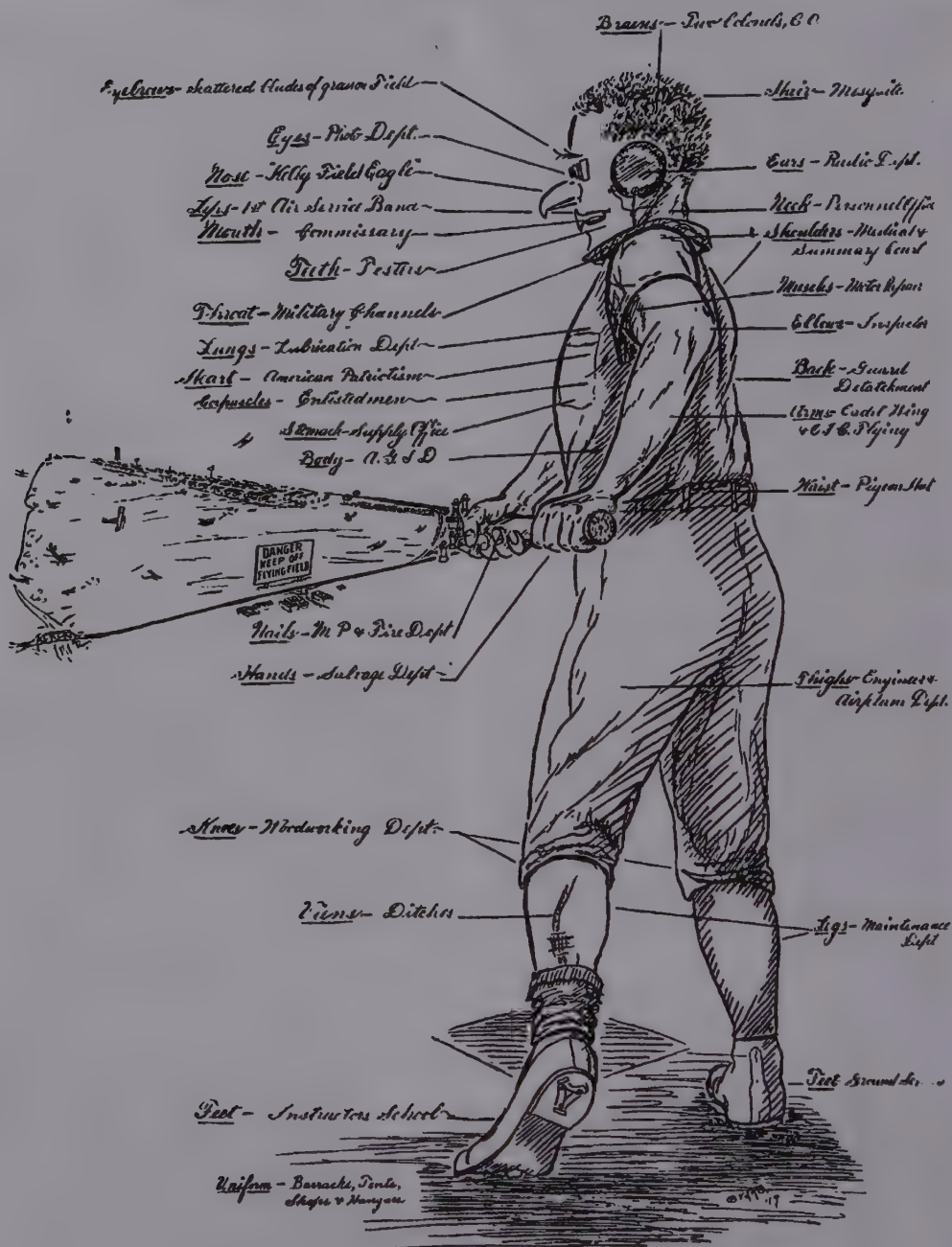
The Flying Department in the Fall of 1918, was fully prepared and waiting for the hundreds of cadets and student officers that would be sent here for training. The signing of the armistice, however, caused the War Department to partially suspend its intensive operations, and the Flying Department was advised that henceforth it would continue only at a normal pace until the future destiny of the Air Service was established.

During the present period of demobilization and reorganization, it is apparent that the Flying Department of Kelly Field will remain as a permanent fixture of the American Air Service, and it is being commonly referred to by many as the future "West Point of Flying." Many of the other flying fields throughout the country have been abandoned for flying purposes, but the Flying Department still continues to be one of the few flying fields designated to operate. The cadets and officers of the abandoned flying fields, and likewise those in the Ground Schools who have completed their instruction, have been sent to the Flying Department to finish their instruction if they so desire, and at the present time it is utilizing all of its facilities to carry out the plans of the War Department in this respect. Even though the common enemy has been defeated and active hostilities have ceased, the Flying Department of Kelly Field still continues to "carry on."

The officers and men who served here can justly feel proud of the achievements accomplished in the development of the American Air Service, and can fully realize that it was only through the combined efforts of every member of the Flying Department that it was able to reach the highest pinnacle of success—that of being—one of the premier flying fields in this country.



# KELLY'S FLYING DEPARTMENT



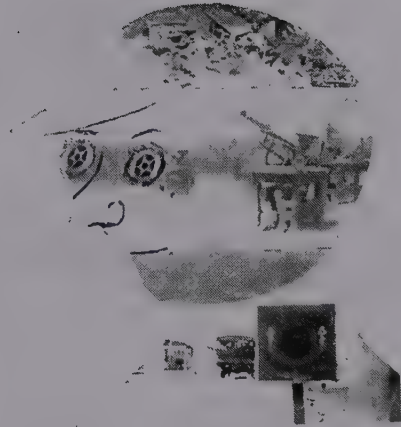
## INTERIOR VIEW



# AT THE BAT

The game was being played on a huge field covering most of the World. Excitement ran sky high and seaweed low. Both teams were tied and the world of an audience watched the "unknown" Kelly step to the plate. Infantry and Cavalry and Artillery covered their bases; England and France had been struck out. Kelly had been warming the bench, waiting for an opportunity as a pinch hitter. Now, it had come. He was batting for the U. S. A. A home run drive would mean absolute victory. Would he prove equal, all asked?

Kelly was a giant. Furthermore, he was using a bat of Flying Field and ships. He himself was wiry and strong. Over fifty thousand red-blooded Americans formed the corpuscles that furnished excellent blood for his veins, and fifty thousand others had served and had been by him discarded. His eyes were made of a huge photographic hut and he could see for miles and miles. His nose was formed of a giant "Eagle" newspaper which thru the Associated Press sensed each turn of events and each change of wind. His ears were made of a great wireless plant, which allowed him to hear distinctly for a distance of fifteen thousand miles. His brain consisted of two Colonels, Commanding Officers of



his both parts. A few scattered blades of grass furnished his eyebrows and the hair that covered his head was made of countless mesquite. Similarly he was constructed along tremendous lines, tho altogether in proportion.

Big Wilhelm himself was on the pitcher's mound, and he looked the part of a fiendish fighter. The umpire Justice, was fixed in his place and the first ball pitched. This ball consisted of a mass of mockery and jeers at the Air Service of the Allies. It also contained criticism. Kelly swung hard, but too low, with the result that the ball fouled. The second ball was made of propaganda. Kelly aimed better this time and with a great thrust swung his bat of Flying Field and ships so strong that the ball was met squarely and driven back home, far across the seas. So destructive was the blow, furthermore, that the ball itself was scattered to the four winds and out of it came a great number of Aces who raised the devil all over Europe. Before the results ended, the Huns had been driven home in the greatest home drive of any game ever played. The World looked on amazed, while Infantry and Cavalry and Artillery scored the runs that spelled VICTORY for the Allies and the U. S. A.

Back to their home plate they came—as safely as they had gone around the course—and, midst the deafening cheers of their supporters, America, were carried on shoulders back to the locker rooms, where the uniforms of the big game were removed and the pre-war clothes substituted.

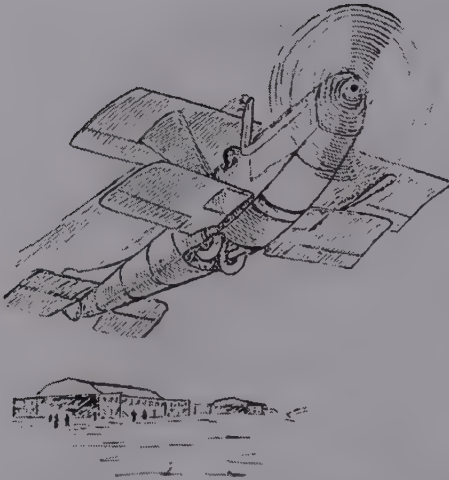
Kelly had stepped to the bat and helped win the greatest game of all ages—that for everlasting freedom and peace!



## EXTERIOR VIEW

## THE TRUTH ABOUT AVIATION

A tale spun into its past, and a knowledge into its future



**I**F ALL happened in 1918. Luckier Air Service men at our Station had been sent overseas, primed and ready to crush Bill by way of the clouds. But we two were for some mystic and inexplicable reason retained at Kelly Field, Texas, U. S. A. And on this particular afternoon we had set out for an altitude record, knowing that the establishment of records was our one introductory card to the world public and second in achievement only to the blossoming of an Ace.

Ordinary and without incident was our steady climb until the altimeter registered 35,000 feet. At this point a huge cloud, the size of Long Island, but without the Sound, rolled lazily between our ship "Azure Blue" and the Earth "Inky Green." While waiting for this aerial glacier to float past, we decided to while away the time in stunts; and during one such, and oddly enough in the midst of a loop-the-loop, Algy, (my companion and responsible for all that followed) became suddenly ill and turned the joy-stick over to me. Not realizing that we were upside down, I took over the helm and kept the ship in its then position. The rear cockpit in which I sat had no indicators and so it was that I could not suspect our existing relationship to the Earth and Sun. And a few moments later I decided to drop back to Kelly, nosing the ship into what I thought was downward direction. The air became rare and our oxygen tank had to be employed but I attributed that to the Rarity Stream an ancient astronomer had once discovered. I also noted that an ancient astronomer had once discovered. I also noted that an ancient astronomer had once discovered. I also noted that an ancient astronomer had once discovered.

the ship would not nose down without the propeller being maintained at 1500 R. P. M. but this too caused no alarm. The descent seemed painfully long. It must have been ten hours that we were dropping before we finally came upon hundreds of airgoing craft of all makes and shapes and after successfully dodging these, we alighted on an alarmingly flat and strange terrain. Surely it was not Texas. Then was it Mexico?

The passing of but a very few moments saw a curious assembly around our American plane. Algy was quickly brought to and we were then both startled sick with the discovery that the inhabitants of Mars itself were our hosts. Thru this most extraordinary accident and chance, we had climbed to a height of 500,000 feet from Earth and had then come under the terrestrial attraction of Mars, an influence similar to the gravity effect of our own planet. In a strange land, among strange people, the cynosure of a whole new world, given up for dead by our co-fliers at Kelly Field, but actually A. W. O. L., were we two American aviators! But our plight allowed for no lengthy reflection. It was necessary to at once see the Chief of this new land, and to receive from him the honors and glory becoming guests from another World. Accordingly, we elbowed our way thru surging crowds of curious people quickly gathered from all directions at the announcement that strangers had dropped down into their own world. To us there was nothing mysterious or heathen about the dress, dwellings or buildings of this new populace. The same industry and hubbub of our own modern city was surprisingly duplicated here. And oddly enough, the same dialect was in use, a condition which allowed us to readily become acclimated and progress with our introduction.

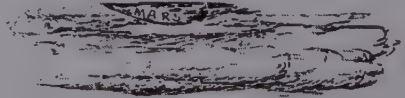
It was not necessary to employ an advance agent or guide. Rumor had with lightning rapidity made the rounds with the announcement that two Americans were to call on the President of the land and the path to his suite then became to us unmistakable. It was necessary but to follow in the narrow lane left open by these astonished and interested natives and in a few moments a magnificent structure that proved the National Capital appeared in the foreground. And on the massive steps that led to the entrance stood the Presidential Party and many members of Congress.

Astonishment alone dimmed the brightness of our reception for the first few moments, but as quickly as the notables of the land became aware that we were not impostors but had thru genuine chance made intercourse between two worlds possible, our entertainment assumed royal proportions. Quickly flashed about were invitations to a mammoth reception at the Executive's Palace to be given the next evening, to be followed by almost daily banquets and meetings—all in honor of the two newly-famed Kelly aviators. Of course we but slowly began to realize that we were farther from home than any mortal ever had been, and an occasional breathing spell would cause us to ask ourselves: "Shall we ever get back to the States and our own?"

Naturally our first day was spent in but answering questions. Dozens of newspaper men lighted our cigarettes and kept us filling their press columns faster than any machine gun ever devised could fill the air with shot. This rapid-fire questioning made quick end of our knowledge about our own world and we next became eager listeners about all matters Marsonian. Being interested primarily in aeronautics, this subject became the one topic of the day, particularly when we were told that aviation was there over four hundred years old and had reached a near perfection. And from an aged cloud dweller, whose ancestry for generations past had lived and died in the air, we learned this most wonderful story about the development of the aeroplane on that planet.

Like the aeronautical pioneers in our own little world, these new-found people had many early and tragic misfortunes in the development of this science. The first ship there constructed was a clumsy affair and ended its career and that of its owner on a rocky pasture. By degrees, however, the various improvements allowing for lightness in weight and a minimum of air resistance brought about a successful, powerful two-passenger plane. Then came the multi-motor type and the huge passenger and freight-carrying types that spelled perfection in the latest and most wonderful science of history. Until at the present time Aeronautics on that planet has reached such maximum of development as will attain in our land in, say, the year 2250 A. D.

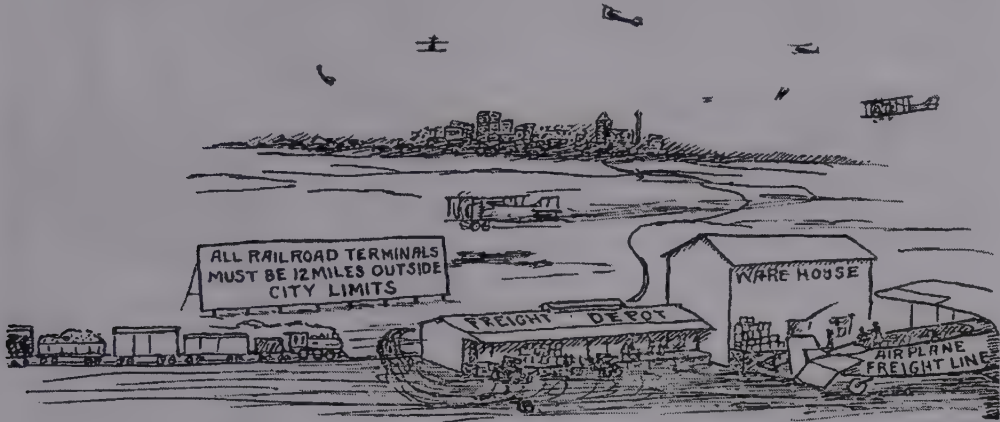
To begin with, travel by air is in Mars universal. The young and the old, the superstitious and the bold, the business man





and the tourist—all use the airplane. One reason is no doubt that there are no railroads for passenger-carrying, and long distances can therefore be covered only by way of the "Milky Way" turnpike. For years the once-time railroads have been turned to the hauling of heavy freight only, this condition allowing cities to be spared terminals and smoke within their limits.

Instead of taking a subway or bus to an immense railroad terminal, the traveler steps into a huge elevator, equipped with a gas bag and held in proper course by a cable. In a few moments he is whisked to an altitude of five thousand feet, next entering onto an immense landing platform, likewise held in place over the city by a cable.



A. R. R. Terminal in Mars

This platform is really the depot and here it is that all ships land and "take off." These landing platforms serve a double purpose. To begin with, they allow airship travelers to be landed directly over large cities and the employment of large city lots for landing stations is therefore avoided. Secondly, by the arrangement of all landing stations at this height, the tremendous vibrations and wear and tear that would result in dropping on the ground are spared. Furthermore, a ship loaded with one hundred or more passengers need not exert tremendous energy when "taking off," in order to again climb into the air and continue on its journey. By this arrangement, the ship travels at one uniform height and thus maintains altitude as well as a saving of time and speed.

Aeroplanes are on this planet elaborately appointed. Because of long-distance travel, the interior of the metal-frame ship (of course stream-line in every detail) is equipped with cabins, lounging rooms, dining hall, an upper deck, a wireless plant, and practically every comfort that our own steamship offers, including the protection against seasickness. One unique attachment is an observatory on the upper deck, allowing for study of the popular subject astronomy while en route.

Unlike the early planes, the perfected ship possesses such a minimum of air resistance that a speed of 240 miles an hour is quite ordinary. By the elimination of wires, the use of but four interplane struts, and a device which allows the entire undercarriage to fold up under the fuselage, a minimum of speed is had. The searchlights and other such attachments are also stream-line. And finally, the multi-motor type is used, but with one propeller and numerous blades.

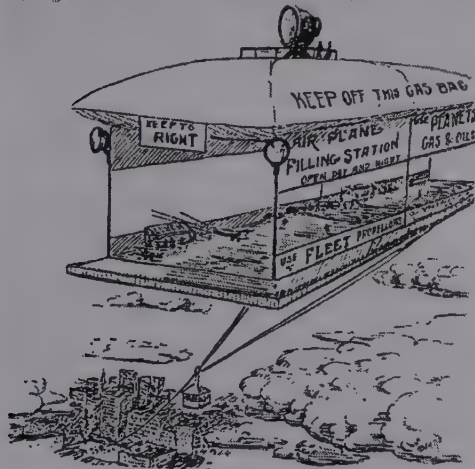
The most remarkable feature of perfected aviation is its comparative safety. A passenger thinks of possible danger less often than does our own average automobile driver. Certainly the risk here is less than in ocean travel.

The reason is obvious. The traveler understands that the ship cannot turn turtle and that it will not drop suddenly, if either of the two pilots is awake and on the job. For at the sign of slightest trouble, the pilot releases from the upper wings two huge parachutes which open and maintain the ship in a floating position. A wireless call immediately brings aid and the rescuer then assists or tows the ship to the next landing platform. Should the trouble be scarcity of gas, one of the many tank ships that ply the air routes soon brings a supply. And be the trouble in the motor, the release of a folding scaffold allows the mechanic to repair the motor while

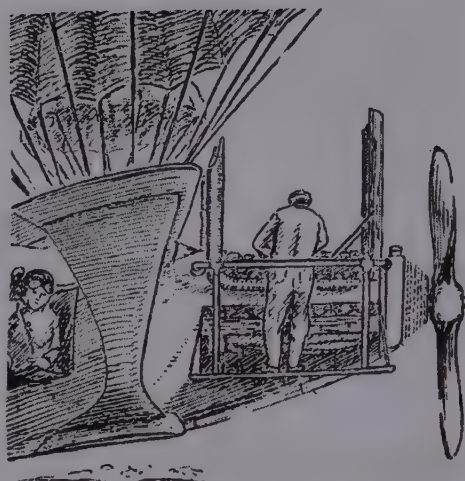
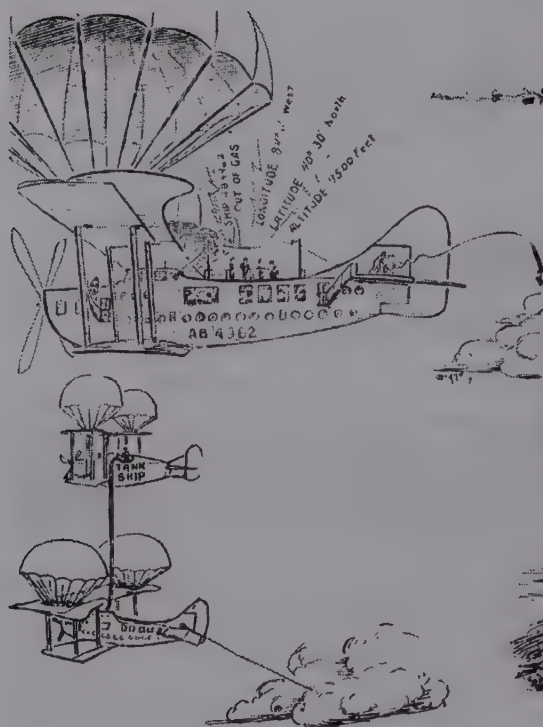
the plane peacefully floats in the ether. And when the trouble is remedied, the scaffold is folded back; the self-starter brought into play; the parachutes returned to their recesses; and the trip continued.

Of course, there are traffic rules for the air lines and a good supply of traffic ships to enforce these rules. During inclement weather, protection thru horns and signals is had, and collisions thereby avoided. Thus in every possible manner the safety of the airplane and its human freight is guaranteed.

Aside from the traveling public, all mail and the bulk of the light freight are transported by plane. Low rates are by this means possible because of the absence of expensive repairs of roadbed and equipment. Economically and socially, the airplane in the planet Mars has become a permanent and a most vital factor in the progress of its civilization. And emulating our world-neighbor in the advance of this latest science, it is only a matter of fifty years or so when all of us here shall travel by plane. At least the majority of our present generation may yet see the day when the railroad train becomes obsolete. And our next generation will probably make actual, regular airplanes intercourse with Mars and the other known planets.



Landing Platforms



## MAN'S GREATEST ACHIEVEMENTS

### THE CONQUERING OF THE AIR

Up, up, up into God's vast blue; out out, out into illimitable space; now above the clouds, where the sun bids you welcome; nosing her down again for one more peep at old mother earth; straight ahead for a few miles, only to try once more the latest stunt in acrobatics, with ever the thunderous roar of the motor beating like some uncanny creature crying out for new worlds to conquer—surely the question is truthfully asked, "Where in all the world is a game like this?"

And yet the newest of sciences is only in its infancy; in fact, it could be said without fear of contradiction its birth is only now taking place. What of the future, you ask? Gentle reader, your attention is directed to the following statement from William Greer, one of America's foremost aeronautical engineers, whose vision leads you into worlds unseen:

"They shall mount up with wings as eagles,  
They shall run and not be weary,  
They shall walk and not faint."

Speed! To go on, to go swiftly, to be free, this is the dream that has brought us wings. To surmount barriers, to break bonds, to go yonder, to reach the promised land, to arrive—is the dream that takes us forward, the impulse that lifts the race.

Forward, from the dim, unfashionable past, man has come thru his desire to find the better way, the easier way, the quicker way, conquering and a conqueror he has come.

Far back, interminably far, the first raft and then the dugout overcame the barrier of the wide river and crossed the water to the off shore island. Then the hungering for the easier way, for speed, and the sails were set and tier on tier the oarsmen rowed in the galleys.

But the race was waking and the dreamers dreaming dreams. Peering into the magic mirror of the mind, seeing the way a little farther, Watt developed the steam engine, Fulton put it on the water and the ocean palaces have appeared—palaces beyond the wildest dreams of kings, palaces that cross the seas, swiftly and free, indifferent to storms.

And on the land, man, always restless and impatient, with eager spirit, looking for the better way, seeking for speed—and wishing to be yonder, wanting instantly to be there—the Arab bred swift horses and kings had their camels trained for speed to carry them faster and farther.



But the dreamers dreamed; Stephenson saw the railways and they appeared. After the locomotive, the light steam engine and the gas combustion engine emerged from the dream of speed—the "horseless carriage" was a fact. Within the memory of those alive today the ox wagons were months crossing the continent which speed with the automobile or motorcycle over ordinary roads now crosses in days. Faster, freer and more speed the dream.

And yet with all his speed, man's feet were heavy, he was still bound to the surface of the earth, he must have the open water for his ships, and on the land he must have roads and trails to travel. He was not yet free. Always the birds swept free above him with their ceaseless invitation to freedom and speed and with their proof *it could be done*.

Men floated in balloons—hot air or bubbles of gas—masters of gravity for a time, but slaves to the currents of the air, helpless before the caprices of the wind.

Not free, still unsatisfied, the Dreamers dreamed and the quiet clear visioned Langley came. Building in spite of ridicule, he cleared the trail to the last frontier, opened the way to the sky country—at last the "Passage to India", the "Northwest Passage," the dream and inspiration of the intrepid explorers of the past more than fulfilled—he opened the way to every sea and to every land, thru the limitless spaces of the air.

The Wright boys, in their little shop at Dayton, dreaming and building, were making history beyond belief of men who walk and work and follow for they proved that the patient Langley was not mistaken. And then came these rapid years, the ten just past! Eiffel working, planning proving in his testing laboratories, the Germans catching step and going on improving on his methods and, in due time, steady, safe old England putting more than \$50,000,000 into bettering the best that had been done.

Building the birds that were to have the souls of men to guide them, they worked and prepared the way to the heights that lie above the highest mountains. These Dreamers were putting men into the sky they were freeing the Sky-men.

Not one lone Dreamer now! The art accepted by the world, many minds were dreaming the careful, accurate dreams of lighter engines, more powerful and reliable engines, larger and more rugged planes. No longer the solitary watchers looking, but many keen and confident eyes turned toward the sky, knowing the ships of the air must appear. They came!

The commercial future of the airplane lies in the evolution of a practical method of building a cheap and sturdy structure—one that is not delicate, dangerous and costly. The airplane for the people must be strong, safe and durable and it must be of reasonable cost. There must be no adjustments in the structure; it must be as simple as the automobile and as easy to maintain.

The Dreamers have already sighted such an airplane and the world will see it very soon. This new, practical airplane that is at hand will have no adjustments, it will be integral, it will be easy to repair when damaged, it will be lighter, stronger than today, it will be cheap to build, it will be *ideal*!

We had the wooden wagon and now we have the steel truck and the pleasure vehicles; we built our ships of wood and now the ships of steel are everywhere on the seas; railway and street cars were built of wood and now the metal cars are standard. The metal airplane is the answer to the prayer for a practical plane. Suddenly as the Monitor appeared at Hampton Roads, and put an end to the wooden battleship, so will the metal airplane come.

Built over the roofs of the largest cities will be landing and leaving stations. The landing stages may be like great flat-crowned hats with wide brims, the slopes of the sides of the dome-shaped crowns being almost the stalling angle of the ordinary airplane. At these landing stations will be hangars into which the planes may go—for the metal airplane will fold its wings.

Into these stations the birds will flock and from the rising stages the planes will go. The hangars will be built with reference to the landing and rising platforms, the two stages will be almost contiguous, but sufficiently separated for perfect safety in the coming and going planes. All the landing stations will have sound signals, light and smoke signals to guide the approaching planes by day or night and direct them in all kinds of weather.

With the arrival of the metal plane the possibility of trans-oceanic flight becomes easier. Planes that will have no wires and no struts can be made that will have greater speed and wider range of flight than anything possible with the present structure.

It is probable that the speed of the express passenger planes may be 200 miles per hour and that they may leave Newport, Rhode Island, in the evening and land at Galway, Ireland, the next day in the afternoon.

The size that these planes will ultimately be built is as much of a guess as the size of the trans Atlantic passenger ships has been. If they are 200 feet spread of wing—and this is a good practical size for first trial—these long distance airplanes will be able to carry 100,000 pounds gross. This means that planes may now be built that can readily carry 100 passengers, and carry them in comfort similar to the best railways for eighteen to twenty hours without landing.

There is something in the physical contact of the vastness of the upper spaces, which one finds on the highest mountains, that can be felt but hardly expressed in words—an isolation and yet a nearness, hinting of something beyond the experiences of ordinary life in the valley.

There is that in all of us that reaches out and upwards something that longs with deep desire for peace, for the fearless, the free, the unbounded. Those who have been privileged to feel the glory of a perfect flight above the clouds at dawn or twilight need no proof; they have felt the Limitless, they have known the Eternal.

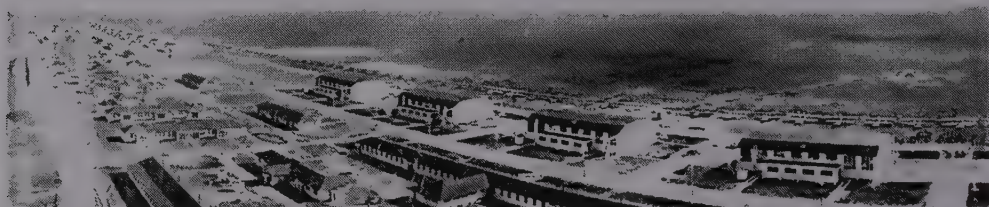
Frontiers are no more. There are no "boundary lines" in the air. National spirit becomes Universal Spirit as the airplane lifts men from the earth and helps to fuse the race into the complete unity that has always enfolded them, a oneness and an identity that distance has prevented man from realizing until now. Now the airplane makes all nations near and the accomplishment of the welfare of all men a common purpose.

"They that wait upon the Lord shall renew their strength,  
They shall mount up with wings as eagles."

It is done!



ABOVE THE



FLYING DEPARTMENT

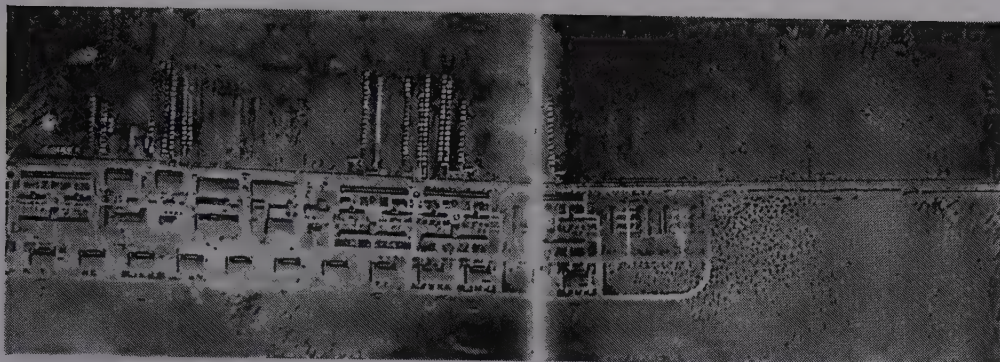


FLYING DEPARTMENT WITH



ONE OF THE





**FLYING DEPARTMENT**



**WITH 200 SHIPS ON LINE**

PHOTO BY STEEL



**SHIPS SPELLING WORD "KELLY"**

PHOTO BY STEEL



**LUCKIER SQUADRONS**

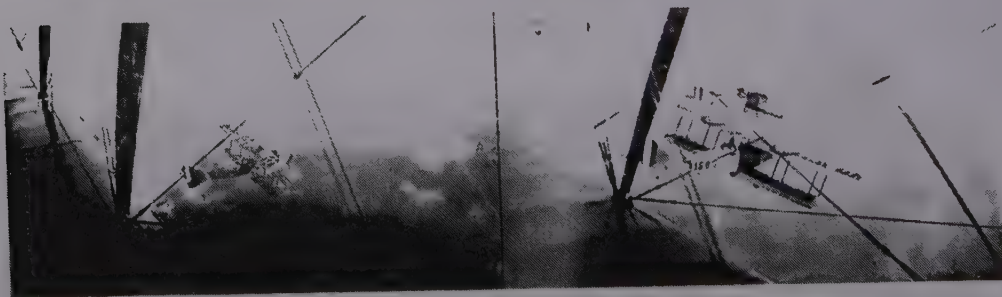


Flying Department in 1917

and 1919



Headquarters, Flying Department



Above the Field



## ENGINEERING DEPARTMENT



Engineering Commissioned Staff



Capt. B. M. CANE

**M**AJOR J. E. ROSSELL was the first Engineer Officer in Kelly No. 2, with Lieut. C. E. Cotting as Assistant. Major Roscell, who was a very efficient officer, was later transferred to Gerstner Field, Lake Charles, La. and his successor, Major H. R. Harmon, J. M. A. carried on the work which Major Roscell had started, and when he had things well under control he was ordered to Ft. Worth, Texas, as Officer in Charge of Flying. Major Drennen, who succeeded Major Harmon, made some changes in the Engineering Department, in

staff as well as equipment. Major S. M. Decker relieved Major Drennen as Engineer Officer on March 31st. In his administration, due to the increased efficiency and the superior training of the enlisted personnel in the Engineering Department, it was possible to shorten the hours of labor somewhat and to eliminate night work.

Considerable welfare and athletic work was instituted under Major Decker, which reached its climax in the Engineer Department picnic at Medina Lake on May 26th. This picnic was a reward to the men for achieving a record unequalled at any other field in the United States, and was a mark of appreciation to the mechanics of the Engineering Department who made possible the total of 1032 flying hours for one day.

Lieut. Cane, who was at that time Chief Assistant Engineer Officer to Major Decker, was made Engineer Officer, June 1918 as Major Decker was ordered to command the Flying Field at Montgomery, Ala. August 29, Lieut. Cane was promoted to Captain, and at this time passed his flying tests and was made a Reserve Military Aviator.

Under Captain Cane's leadership the various rough spots in the Engineering organization were smoothed out and complete co-operation of all officers and enlisted men established. Many things, too numerous to enumerate, were put into use by him, all of which have tended to put Kelly Field second to none as a Flying School.

One great outstanding feature was the fact that the different shops were so handled that they could efficiently operate with about sixty per cent green men. This made

Kelly Field always a source from which Washington could draw expert airplane and motor mechanics for service overseas without disrupting the organization of the field.

Executive ability, as well as mechanical, is one of the chief things necessary in running a department such as this, and in Captain Cane the field had a rare example of an officer combining both these qualities, the administrative end of the department being no small part of the organization.

Directly under the Engineer Officer is Headquarters office, which must handle the general routine business of the whole organization, and is responsible for keeping the entire department running smoothly. In this the Engineer Officer was assisted by the Assistant School Engineer Officer. Captain C. F. Wheeler has held this position since Captain Cane became head of the Department. He came into the department in January, 1918, and has reached his position of Assistant Engineer Officer thru the various stages of the organization because of progressive ability.

Another branch of the Administrative end is the Record Office. In this office is kept from day to day a complete record of the flying hours of each ship and motor, gasoline and oil consumption, together with a system of recording all labor and materials which go to the maintenance and up-keep of the airplane. Each day this office prepares and sends in to Washington a telegram consisting of data which, when compiled in Washington from all the different fields thruout the country, gives a complete record of the daily activities of all fields. The records of this office constitute a complete history of every plane and motor that has ever been flown on Kelly Field, and this history is kept up daily by a corps of clerks who handle and keep up to date about forty-five different forms prescribed for all flying fields in the country.

There is also a complete Drafting Room connected with Headquarters, which employs expert mechanical and architectural draftsmen. The Drafting Room has compiled complete surveys of Kelly Field and the surrounding country, and has mapped the same and laid out routes for cross-country flying which are of inestimable value. One map in particular, which was a detail of the surrounding country within a radius of one hundred miles, is an engineering feat of great value to the Government. In this office are also kept complete drawings of all the jigs and special machinery and tools which have been made up on the field, and which have greatly lessened the work of maintaining airplanes and motors. For a great many months

## ENGINEERING DEPARTMENT

Lieut. H. C. McGregor has been in charge of the Record Office and the Drafting Room, and has executed his duties with a great deal of care and ability.

The Engineer Property Office is also another branch of the Headquarters work of the Engineering Department, and this, under Lieut. Roydon Vosburg, has handled the millions of dollars worth of property in the Department with amazing success. This enormous amount of property necessitates a complete record, and inventories of all materials are being kept so that every article signed for by the Engineer Offices can be easily located and accounted for.

There is also another activity under the Engineer Office that at the Typewriter Repair, which, the small, has given excellent service to the whole field for many months past, and has saved the Government thousands of dollars in typewriters.

About November 1st Captain Cane left Kelly Field temporarily, and during his absence Captain Wheeler acted as Engineer Officer. The latter came to the Department, having been commissioned a 1st Lieutenant at the Training Camp at Fort Niagara. He, in civil life, was a manufacturer of piston rings for motors. On October 5th he was promoted to the rank of Captain, and on January 1st appointed permanent School Engineer Officer; Captain Cane having been relieved in order that he might return to his civil occupation, in Rochester, New York. Captain Cane has the honor of holding the command of Chief Engineer Officer for over six months, this being 4 months larger than any other Engineer Officer has done in the history of the field.

### MOTOR REPAIR DIVISION

Going back to the days when the Engineer Department was first organized on November 1st, 1917 at Kelly No. 2 the Machine and Motor Shops were in charge of Lieut. Cane. The Motor Shop could only handle eleven or twelve motors a week, which was all the shop was equipped to care for as designed and laid out by Washington, to take care of the flying at this Field. As this equipment would only take care of 120 flying hours a day and 600 cadets was the minimum number to be trained, if the cadets were to receive one hour per day it would be necessary to enlarge the motor shop eight times its capacity.

In January the shops were turning out twenty motors per week. In March the production was increased to ninety-five motors per week and it was in this month that the Flying Department established the record of the world for flying hours per day on one field—1632 hours. This, of course, meant that at that number of flying hours the Flying Department would use eighteen rebuilt motors a day. This increase in production of rebuilt motors called for a large increase of the personnel of this Division, and Lieut. Crandall, Lieut. Stanley and Lieut. Russell were assigned as Assistants to Lieut. Cane.

The Test Stands were at this time increased to eight. The test was under the management of Lieut. Russell who was a former employee of the Curtiss Motor Co. and a very efficient Officer. About April 1st Major Decker was made Engineer Officer with Lieut. Cane Chief Assistant and Lieut. Crandall in charge of the division. Lieut. Faust was at this time in charge of the Machine Shop during the day shift; Lieut. Chas. Martin being in charge at night, it being necessary to use a night shift in the Machine Shop on account of the great amount of work on hand. In

June, July and August a great many jigs and fixtures were made in the Machine Shop allowing the work to be completed much faster, and about the first of August, the night shift was abandoned and Lieut. Martin placed in charge of the Motor Overhaul. In September Lieut. Russell was transferred elsewhere and Lieut. Coyne assigned to the Overhaul and Test, with Lieut. Holmlund in charge of the Machine Shop. During August and September so many men were drafted from the shop that radical changes were necessary in order to keep up production so the Progressive System of operation was put into effect. In this way the production necessary to keep the maximum number of ships in commission was accomplished. Much trouble was caused during the summer by not being able to get repair parts. This was remedied, however, by having patterns made and by casting the parts in a small foundry which had been installed.

The proper jigs for these parts were made in the Machine Shop and the smaller motor parts, such as Rocker Arms, Cam Shaft Bearings, and the like were made in quantities and nearly as fast as they could be made in Motor Factories. Small steel and brass parts were made in the Machine Shop as well as a great airplane fittings for which blanking and finishing dies were made. Also fixtures and tools were made for putting new valve seats in cylinders by means of which about 50% of the cylinders which had, before this, been discarded, were saved. Many other time and labor saving tools were made at this time, both for the machine and motor shops. Fixtures were also made for saving wrist pins by which eighty or ninety per cent of worn wrist pins were saved.

Late in September, Lieut. Crandall was promoted to Captain and on October 15th was placed on temporary duty elsewhere, leaving Lieut. Coyne in charge of the Division with Lieut. Holmlund in charge of the Machine Shop. During this time the production was cut down considerably, 35 motors a week being the maximum. The chief cause was the transfer of experienced men elsewhere and the bringing in of new men whose knowledge of motors consisted of eight weeks at a motor school. These conditions necessitated a change in order to increase production. With the assistance of Mr. Haskins of Washington the change was made. The progressive system in the shop was changed in the Assembly Department. The men in this Department assembled their own motor complete. In the change the assembly was divided up and each man would assemble a certain part of the motor. The man is held at this work of assembling one part for two weeks, then he is moved to the next step, until finally he has been graduated in all the steps of assembling motors. This system has proven fairly satisfactory in the line of production.

About October, Lieut. L. S. Crane was assigned to the Motor Shop as assistant to Lieut. Coyne. He continued to carry on the work already begun. The salvage department was installed about this time, and gives the motor shop the opportunity to salvage parts of condemned motors that are very much needed. On November 1st, Lieut. Coyne was ordered elsewhere temporarily, and during his absence, Lieut. Crane was in charge, without any assistants except Non Commissioned Officers. The work of the shop continued along the same lines. On December 1st, Lieut. Coyne returned and took charge until the return on December 9th of Captain Crandall.



## ENGINEERING DEPARTMENT

In connection with the Motor and Machine Shop are five smaller departments, all in charge of Non-Commissioned Officers. These Departments are Welding and Brazing Department, Blacksmith Department, Heat Treatment Department, Sheet Metal Work Department and Vulcanizing and Tire Repair Department.

There are about 20 Non-Coms in this division that deserve special mention and all were recommended for commissions. They may rest assured that they have not been forgotten as their team work and cooperation as well as faithful service were appreciated by every officer in the Engineering Department as well as by their country.

### THE AIRPLANE DIVISION

In the early days of Kelly Field this Division was known as the Experimental and Repair Department. Its personnel consisted of two officers: Lieut. Bagnell, and Lieut. R. D. Wilson, and thirty-eight enlisted men.

All the work of the Division was carried on in one Building, excepting wing repairs and the covering of wings which was not attempted until after December 4, 1917. Then the Departments were removed to their present location. It was then called the Airplane Division and divided into several sub-departments: the Linen Covered Surface Shop, the Erecting and Repair Department, the Final Assembly Shops, and the Wrecking Department.

The officers who have been in charge of this Division since its organization are: Lieut. Bagnell, Lieut. H. K. D. Davis, Lieut. Lowell H. Smith, Lieut. Harry Weddington, Mr. T. Mathieu, and Lieut. R. T. Robinson.

All work necessary for the construction and maintenance of airplanes is carried on in this Division. In fact it is possible to assemble a complete Curtiss JN4 plane in this Division from parts manufactured on Kelly Field.

### The Fuselage and Instrument Repair Shops

When the Airplane Division was organized a building was selected for the Fuselage and Wire Shops. Sergeant 1st Class B. A. Angel was placed in charge, and Lieut. W. E. Conway was the first commissioned officer.

There were eighty-six fuselages in the Department at the time Lieut. J. M. Loeblein was assigned and production was being seriously interfered with by the large amount of work required to align a fuselage, but this was soon overcome by constructing a table top of three ply laminated wood. With this last arrangement a fuselage can now be aligned in about one hour and twenty minutes. Lieut. Loeblein was transferred to the Wrecking and Order Department and was succeeded by Lieut. C. G. McCarn. The Landing Gear Department was removed from the Woodworking Department, and Lieut. McCarn constituted a room for the Instrument Repair Shop, which was moved from the Engineering Building to the Fuselage and Repair Shops. About the first of September Lieut. McCarn was assigned to the Field and Hangar and was succeeded by Lieut. A. E. Goode, who remained in charge until November 15 when he was ordered elsewhere, and Lieut. McGregor was assigned as Officer in Charge.

The men in this Department are nearly all high class workmen, owing to the fact that so many different kinds of work are done here. The work consists of repairing and rebuilding fuselages, radiators, watches, clock compasses, gas and oil gauges, air speedometers, landing gears, oil lines, gas lines, and also all stunts made on the field are copper-tipped in this Department. Furthermore, the successful repair of altimeters has been accomplished as well as that of the distance type thermometers and tachometers by apparatus specially designed for this work.

### Linen Covered Surface Shops

In the early days of this Division these shops occupied two buildings. Sergeant Ray A. Kys was in charge from December 1917 to May 1918. The first commissioned officer was Lieut. C. G. Thayer, who was succeeded by Lieut. S. W. Burdwell who served about four months as Officer in Charge. In Sept. he was transferred to St. Paul, Minn. in connection with the M. M. T. D. and Lieut. Laurence Hills was placed in charge and still retains this office.

### Erecting and Repair Department

One building is occupied by the Erecting and Repair Department. Sergeant Swan was first in charge and served for about six months in this capacity when Lieut. O. C. Francis was appointed Officer in Charge. He was followed by Lieuts. Porter, C. G. McCarn, Conway, Shoemaker, Weidmann, Owen, G. R. Parry, and Highley, the latter in charge at the present time.

It is in this shop that the work of preliminary assembly is carried on. Wings are received from the Linen Covered Surface Shops and fuselages from the Fuselage and Instrument Repair Shop. All parts are fitted and carefully assembled by crews of expert workmen. In addition to this a great deal of work known as general overhaul, is done on ships that have been turned in from the line which, in the opinion of the inspector at the hangar do not require realignment of the fuselage and recovering of the aeroballs. After the ship has received a thorough inspection it is turned over to the Final Assembly Shops. About fifty men are on the roster and as high as five ships have been completed in this Department in one day.

### Final Assembly Shops

What is now known as the Final Assembly Shops was known in the old days as the Receiving and Testing Division. Lieut. Bagnell was the first officer in charge and was followed by Lieut. Green, Lieut. Hamlin, Lieut. Robinson, Lieut. Grillee and Lieut. Cooper.

The Department started with three hangars and at present occupies seven hangars. The Wrecking Department formerly in charge of Lieut. Shoemaker occupies one hangar. The duties of this Department are to remove wrecks, inspect all ships turned in from the Field and Hangar Division, to pull all motors, and also determine the amount of work and the Department in which it is to be done.

All wires and side pans for the entire field are made in hangar 8. The work in the Final Assembly Shops consists of installing motors and rigging planes. This is the

## ENGINEERING DEPARTMENT

most important department in the Division, owing to the fact that the ships are flown after leaving this shop. The responsibility of the officers and men in this Department is greater than that of any other. All the work done by the other Departments must be inspected by these men and they must be experts in the work that has previously been done. It therefore, goes without saying, that the officers and men selected for this work are the best that can be obtained.

### TESTING AND INSPECTING STAGE

The growth of the Testing and Inspecting Stage from a small one-man affair to the present state reads like a fairy tale.

In the beginning all the work done by the Department was to fly the new ships as they were brought into the field and set up, and also the repaired ships, of which there were only a few. Under the present organization, the Officer in Charge of the Department, Lieut. E. W. Franklin, with Lieuts L. Phillips, W. B. Harwood, W. P. Kite, T. H. Highley and J. H. Cooper as Assistants, has to pass on the flying condition of every ship that is used in the Flying Department. All ships on the field are inspected and tested at regular intervals, and when in his opinion they are not in perfect flying condition, they are ordered to be sent to the Airplane Division for general overhaul. When minor repairs are made by the crews of the ships, the work is inspected and the ship is given a thorough test before it can be used again by the Flying Department. Although the ships have been overhauled by the most skilled workmen, it is a rare thing when one is in good flying condition without having several changes made in the aligning.

To be a Tester, a man must be an expert flyer of decided mechanical ability; he must have a highly developed sense of feeling the action of a ship; must be well versed in the theory and construction of airplanes, and understand the principles of aeronautical engineering.

The work of a Tester is full of thrills and excitement because he never knows what to expect of a new ship. They are much like a wild horse; very unruly and sometimes hard to tame. When he takes one of these ships up he never knows just when, where or how it is coming down. A black and white streamer is carried on the rudder so that if the ship becomes very unruly all other ships will know that it is a ship being tested and will give it the right of way.

Major Geo. E. Stratemeyer was the first Tester, and flew over 100 hours testing. Major Reynolds relieved him shortly after a civilian flyer. Mr. Holtermann, relieved Major Reynolds and was in charge of the Department until February, 1918, when he was ordered elsewhere. Then Mr. Mathieu took charge and was assisted by civilian flyer Philip D. Rader, formerly of the Royal Flying Corps. Mr. Doolittle, formerly of the Lafayette Escadrille, Lieut. David G. Bruton and Lieut. George N. Belser.

In May, 1918, Mr. Mathieu was relieved and put in charge of the Airplane Division. Lieut. David D. Bruton was then put in charge of the stage and assisted by

Lieut. Wm. White, Lieut. T. J. Lenihan and Cadet A. H. Heermance, who had been a Tester for the Curtiss factory. Lieut. Bruton was in charge of the stage until July, when he was ordered elsewhere.

Lieutenant T. J. Lenihan was then made Officer in Charge of the Stage, and was assisted by Lieuts. E. W. Franklin, W. B. Harwood, J. H. Cooper, T. H. Highley, W. P. Buck and Cadet A. H. Heermance. Lieut. Lenihan remained in charge of the Department until October the 11th, when he was ordered overseas.

Lieut. E. W. Franklin then took charge of the Department and his present staff includes Lieuts W. B. Harwood, W. P. Kite, T. H. Highley, L. L. Phillips and J. H. Cooper.

### THE FIELD AND HANGAR DIVISION

The Field and Hangar Division is responsible for the maintenance and minor repairs of ships from the time they are assembled until they are turned over to the Airplanes Division for overhaul. This, of course, includes the instruction of personnel, maintenance of supply bases, cleaning of ships, and adjustments on motors necessary for their efficient operation.

Lieut. Becker was the First Officer in charge, and possessed excellent ideas in regard to organization. It was about this time that Colonel Brant, who was then Commanding Officer of Kelly Field No. 2, gave the order for a general reorganization of the Field and Hangar Division.

At this time, there were about 800 men assigned to this Division from fourteen different squadrons. The men were all directly under the control of the officer in charge of Field and Hangars, and the crew men troubleshooters and inspectors of each stage were scattered over all the Field. Six organizations were designed as service squadrons. Each squadron was assigned three hangars and approximately 18 ships flying on two stages. There were about 12 stages on the Field at this time. The personnel of each stage was left intact in the reorganization and all the transfers to the service squadrons from other organizations were made without interference in the flying schedules. By the time the reorganization was completed, it was found that nearly every man in the Field had been moved to another organization.

The primary object in this reorganization was to have each service squadron leave the Field intact when ordered overseas and it was expected that the training it received at this Field would equip and qualify the men for immediate overseas work. The Commanding Officer of each service squadron was also made the Engineer Officer of the stages it operated thus automatically lifting the direct responsibility of the work on each stage from the officer in charge of Field and Hangars; and making the Engineer Officer of the squadron responsible to the officer in charge of Field and Hangars for all of the operations handled in his stages. This system continued in operation to the signing of the Armistice and has undoubtedly proved a very efficient way to handle the personnel of a two-unit Field.



## ENGINEERING DEPARTMENT

### WOODWORKING DEPARTMENT

In the early days of Kelly Field the Woodworking Department was started in connection with the experimental and repair building at Kelly Field No. 1. The personnel consisted of six men with M S E Randall in charge. This was in the administration of Lieut. Bagnell and the enlisted men were from the 110th Aero Repair Squadron.

In October, 1917, the woodworking branch was moved to Kelly No. 2, made a separate department and placed under the supervision of Lieut. Goodnow, who had as his assistant Sgt. Biglow a reliable man, experienced in wood-working. In December of the same year Lieut. Edwards was placed in charge of the department. With much additional machinery and an increase in the personnel, rapid strides were made to put the shop in a position to handle the production of all wooden parts for ships on this field. Lieut. Edwards made a special study of the use of jigs, which facilitated production in large quantities.

Even at this early stage of the Kelly Field organization propeller making, which has since become a very important section of the Woodworking Department, was begun. Previously, this was unheard of as a field work not only in the United States, but even in the allied countries of Europe. During the summer months poplar propellers were used, and due to the extreme heat they proved very satisfactory. These sticks are now known as the "Kelly Field Propellers." Since that time rapid strides have been made in the manufacture of propellers and at present they are being made for both Hispano Suiza and Liberty Motors. Sgt. Lytle, who is now in charge of this department, has given a great deal of attention to the making of these propellers, which are gaining a reputation in the Southern Department. Corporal Peoples also deserves much credit for the skilled workmanship that has added much to the name of this propeller. Propeller making is not easy, as it requires skilled workmanship as well as some knowledge of the texture of wood. The rough lumber is first dressed and then kiln dried to the right moisture content, which adds to the life and strenght of every propeller. Glueing the laminations necessitates quick and accurate work, but of all the propellers that have been made here not one has opened in a glue joint. Much of this credit belongs to Private Williams, one of the oldest men in the shop and a most energetic and versatile worker.

Aside from the propeller department the shop is divided into sub-departments, which make all wood parts necessary for use on ships of this field. Lieut. Edwards organized things so that parts were made and kept in stock. This enabled the Airplane Division to draw on the Woodworking Department for complete wooden parts just as they could be purchased from manufacturers and made unnecessary any further shipments of wooden members to this field by the Bureau of Aircraft Production.

### ENGINEERING OFFICERS

#### CAPTAIN D M CANE

Commissioned 1st Lieut. in Signal Reserve Corps. Aviation Section Aug 15, 1917. Assigned to Kelly Field Aug 24, 1917, made Asst. Engineer Officer in Charge of Motor and Machine Shops Nov 25, 1917. June 20th, 1918 made Chief Engineer Officer Reserve Military Aviator August, 1918, and promoted to Captain August 1st, 1918.

#### CAPTAIN WHEELER

Was a member of "I" Troop 1st Cavalry, N G N. Y. from May, 1912 to June 1914. Entered 2nd Provisional Tr. Regiment Ft. Niagara, N. Y. on Aug. 25th 1917 and was commissioned 1st Lieut. Nov 27, 1917. Reported to Kelly Field Texas, Dec 12, 1917. Graduated from Ground School Jan. 12, 1918, and January 14 assigned to the 110th Aero Squadron. January 22 assigned to the Engineering Department. Promoted to Captain September 27, 1918.

#### CAPTAIN CRANDALL

Member of Co. K, 3rd N. Y. Volunteer Inf. from May 1st 1898 to Dec 9th, 1898 and two years member of Co. K, 3rd Reg. N. Y. N G. from 1898 to 1901. Entered the Training Camp at Fort Niagara, N. Y., on August 22nd 1917. Commissioned 1st Lieutenant November 27th, 1917. Ordered to Kelly Field on March 23 and assigned to the Engineering Dept.

#### LIEUT. RULE

Enlisted September 19, 1917. Pvt. 1st class A S. S. E. R. C., entered the School of Military Aeronautics at Austin, Texas October 15, 1917 and was graduated December 8, 1917. Was transferred and reported to Kelly Field December 10, 1917 and completed the R M A Course January 26, 1918. Was commissioned 2nd lieut. on Feb 8, 1918, and assigned to School for Instructors. On March 5th 1918, was injured in a fall and incapacitated from further flying duty. Was assigned as Assistant Officer in Charge Field and Hangar Division in the Engineering Department on August 24th.





LINEN COVERING-  
SURFACE DEPT.

MACHINE SHOP



ERECTION AND  
REPAIR DEPT



ENGINEERING  
GROUP

FINAL ASSEMBLY  
DEPT







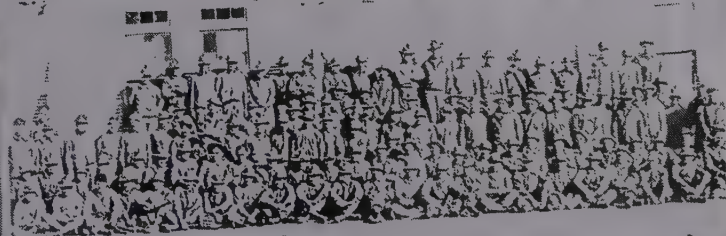
FUSELAGE  
AND INSTRUMENT  
REPAIR DEPT.



DRAFTING ROOM



PROPELLER  
DEPARTMENT



MOTOR SHOP

## MAINTENANCE DEPARTMENT



Capt. ELLSWORTH

**T**HE Maintenance Department is one of the most necessary Departments, not only of the Flying Dept. but of all Institutions. Therefore, in a place as large and vigorous as the Flying Department, Kelly Field, Texas, the Maintenance Dept. is bound to be a live and busy part thereof.

The Maintenance Dept. is the heart, without which the Institution would absolutely die. The buildings must be kept in repair; the roads, walks, sewers, watermains, electric lines,—in fact every artery of the Institution must be kept in repair, alive and moving.

The new military camps all over the U. S. were built in a hurry with the least possible delay, which meant that the Maintenance would be proportionately greater than it would have been had time permitted a more substantial construction.

The buildings were hastily constructed and then filled to more than capacity and given the maximum strain. Thus it was that a carpenter force had to be organized and kept at work repairing the weak places which give way. This was no small task. Imagine one force of Carpenters keeping in repair and doing the necessary new construction of a city of four thousand live, wide-awake, hard working men, working night and day to their full capacities. Not only did they have to keep up repairs, but had to have their own little mill in which they make all the furniture, chairs, tables, office desks, cabinets, chests, every article necessary for the benefit and help of those working in the buildings—no small amount of work. This Carpenter work was headed by Sergt. H. D. Parker, who was very ably assisted by a carpenter force of from twenty-five to sometimes thirty-five first class skilled men.

The Machine Shops, the Woodworking Shops, the Foundries, even the Sewing Machines in the wing surface shops were all run by electric motors. These had to be kept running night and day, because the men on the other side were fighting night and day and we had to keep them supplied and backed up night and day.

The Electrical Department had at its head Sergt. Harry Lehniger, who gathered around him a crew of electricians whose abilities could never be questioned,—men

who worked faithfully, many times at the top of some cold, wet, icy pole in a forty mile wind, and other times under the hot roof of a building exposed to hot rays of a Texas Summer Sun.

With all the buildings of this City of Army-workers there must be some protection from fire; the people must have water, and an up-to-date waterworks System was installed. With Sergt. 1st class W. H. Caslday at the head of a competent and faithful crew of skilled men, the Water works Dept. has always been maintained with an enviable record.

Where there is a water system there is always a sewer system, and where there is either or both systems there must be a Plumber or Plumbers. A city of this size had to have a Plumbing Dept.—that was a plumbing Dept. and during these war times there was no time for the usual plumbers' slowness, with several trips back to the shop for something forgotten.

It took a man with the army title of M. E. to handle this Dept. and M. E. Chas. A. Enos was the man selected.

It would be a sin to have all this fine city built up with a consistent style of architecture and no paint, therefore all buildings were painted and had to be kept painted. Sergt. Edgin Hall, with that true imaginative artistic ability born only to true artists, is the man put at the head of a crew of men who proved to be just such men as Uncle Sam wanted.

A city belonging to Uncle Sam must be sanitary. That means everything. There must be no depressions in the roads, no mud holes on the grounds, the entire territory in and around must be kept clean. Cans for trash and garbage and that garbage and trash kept cleaned up and burned. Wood and coal must be placed at all buildings needing fuel and must be kept in neat bins or piles. This is known as police work in an army camp, and the man in charge of this work must have the ability to handle men, many men of all classes.

Some of the men in the Police Department must be skilled in road construction, some skilled in incinerating, and some in the beautifying of the Parkways. This Dept. is one difficult job but Sgt. 1st Class G. A. Lushy maintained it well.

People must eat at all times of the year and in the winter time they must keep warm. It takes wood to keep the fire going and for a city of this size it takes plenty of it. For one man to saw and split from fifteen to twenty





## MAINTENANCE DEPARTMENT

cords of wood a day seems impossible. Nor can one man do that much without help, but when the Department found Corporal C. L. Brinson to handle the wood saws and the crew to help him there was no need to try any other man. He surely has filled the bill with great credit to himself.

In order to keep these various branches of the Maintenance Dept. supplied with their needs, it was compulsory to maintain a supply and warehouse, where a large and valuable stock of all kinds of material was kept. A man of unquestionable honor, integrity and ability had to be chosen. It fell to the lot of Sergt. Willard Stauffer to handle this position, and he is still at it.

The Maintenance Dept. had to have a Headquarters, and like all Depts. of this magnitude and importance it takes an office force to run it. In the beginning there were many office men; some commissioned officers, some non-coms and some stenographers, but there proved to be one man who was a live wire, and it was soon found that the whole Dept. could be run with this one clerk to assist the Officers in Charge.

Just like a Sergt. Major is to a Squadron so is this clerk to the Maintenance Dept. The Officers in Charge put their full dependence upon Sergt. H. A. Russell, and he handles the Maintenance Department to such a degree of satisfaction that the Dept. won't let him go home when he wants to go.

Captain F. Van P. Ellsworth, who has been the Maintenance Officer since May 7th, 1918 succeeding Capt. Toms, has been relieved from duty to be discharged from the

Service that he might return to his Civil profession, that of Civil Engineer, and is succeeded by 1st Lieut. Chas. P. Skemp, who will remain in the regular service, and who has had many years experience in this line of work.

### ROSTER OF MAINTENANCE DEPT.

F. Van P. Ellsworth, Capt. A. S. A., Chas. P. Skemp, 1st Lieut. A. S. M. A., Edward Schumaker, 1st Lieut. U. S. G., U. S. A., H. D. Parker, Sergt. N. C. O. in charge of Carpenters, Chas. A. Enos, M. E. N. C. O. in charge of Plumbers, G. A. Lusby, Sgt. 1st class N. C. O. in charge of Provost Work, Willard Stauffer, Sgt. N. C. O. in charge of Warehouse, Edwin Hall, Sgt. N. C. O. in charge of Painters, Harry Lebnizer, Sgt. N. C. O. in charge of Electricians, W. H. Chaslay, Sgt. 1st class N. C. O. in charge of Pump House (Water Station), H. A. Russell, Sgt. N. C. O. in charge of Maintenance Office, C. L. Brinson, Cpl. N. C. O. in charge of Wood Saws.

**Provost Detail**—Chfc. J. E. Bond, Sgt. Glen Pringle, Chfc. 1st class T. R. Thompson. **Stock Clerk**—Chauffeur H. H. Ratcliffe. **Carpenters**—Pvt. G. R. Levenson, Cpl. G. M. Crandall, Pvt. R. K. Bloy, Pvt. L. L. Lattie, Pvt. 1st class Thos. Doherty, Cpl. John Kater, Cpl. H. Baker, Pvt. G. Harman, Cpl. R. C. Hadley, Sgt. J. A. Johnson, Pvt. J. E. Solowald, Pvt. H. E. Johnson. **Painters**—Sgt. Edwin Hall, Cpl. A. E. Cronk. **Electricians**—Pvt. 1st class S. M. Lyvers, Chfc. Ray E. Loan, Pvt. Frank Fitzler, Pvt. R. H. McDonald, Chfc. Reht. Toole, Pvt. C. T. Hager. **Plumbers**—Pvt. E. George, Pvt. H. E. Fletcher, Pvt. Alex. Clark, Pvt. C. J. White, Pvt. F. D. Whifford, Pvt. 1st Cl. H. Olsen, Pvt. A. B. Olsen. **Water Station**—Cpl. W. H. Becker, Sgt. A. B. Doohan, Pvt. E. U. Rome. **In Charge Janitor Force**—Pvt. 1st class J. T. Johnson. **Bricklayer**—Pvt. J. E. Kelly.

### TUE WIND VANE

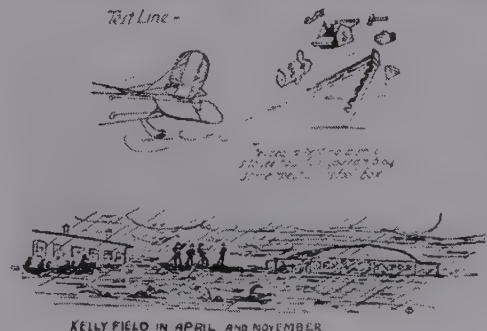
A wind vane which can be seen from any angle at a great distance has been installed on the top of the water tank in Kelly Field No. 2. It was designed and installed by Capt. F. Van P. Ellsworth, Maintenance Officer.

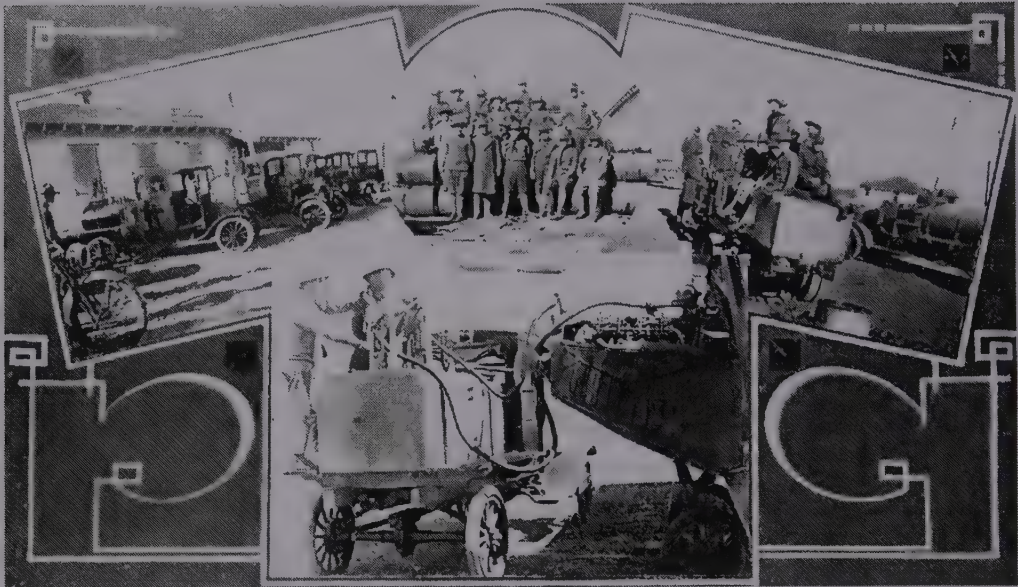
The direction of the wind as shown by this vane is also electrically recorded in the office of the Officer in Charge of Flying, as is also the velocity of the wind. A U. S. Government anemometer is used for this purpose, and is also located on the top of the tank.

The landing signal will be painted white, which, having as a back ground the red roof of the hangar, will make it plainly visible at a height of several thousand feet.



An Improved Incinerator





## EFFICIENCY PLUS CONSERVATION

### THE LUBRICATION DEPARTMENT AT KELLY FIELD A REMARKABLE EXAMPLE

**I**N ORDER to maintain a high standard of efficiency in the lubrication of aeroplanes, a department was organized in Washington, D. C., known in military circles as the Lubrication Department. Douglas L. Keys, as Lubrication Engineer, and Ralph A. Clinger, as Oil Inspector, were assigned to the field April 1, 1918. They, with the aid of John H. Fry, M.S.E., and L. W. Arbogast, Sgt., 1st Class, soon built up a department which has achieved great success in its work.

The flying field has been supplied with oil, grease and gasoline, as have also the outlying fields, used by the Flying Department of this field. Approximately 7500 gallons of aeroplane gasoline, 2100 gallons of commercial gasoline, 360 gallons of aeroplane oil, 150 gallons of auto oil and 50 pounds of grease daily have been issued by this Department from April 1st to the present date. This means an outlay of practically \$3000 daily.

To comply with our government's wishes, and help save the world for democracy, we have developed a system of oil reclamation, by which means the same oil may be used an indefinite number of times.

The first thing necessary in getting this oil back for reclamation was, of course, getting it out of the planes and back to the Oil House. Each plane was entirely emptied of oil at the end of every 8 hours flying, and this dirty oil placed in containers in the hangars. A detail of men from this Department took a truck and picked up this oil several times a week, bringing it to the Oil House, where it was later placed in the reclaimers.

In reclaiming used oil taken from the crank cases of aeronautical motors, it is necessary to first remove the gasoline which contaminates the oil, and which has destroyed its original viscosity. It is also necessary to remove the fine particles of carbon, metal and water which the oil holds in suspension. When this is thoroughly done it will be found that the oil can be restored so that it will again have all the original characteristics. As a matter of fact, black tests have shown that reclaimed oil deposits less carbon in the engine than does new oil of

the same brand. It seems that there are certain constituents of oil which form carbon deposits and after being once run in an engine, some of these constituents are removed from the oil so that when it is used again these carbon formations are absent.

The idea is quite prevalent among mechanics and pilots that oil becomes "worn out," and that is the reason why, up to the present time, the oil has been thrown away after a few hours use. As a matter of fact there is no such thing as oil being "worn out." The oil does accumulate the impurities mentioned above, which render it unfit for long continued use, but if these are all removed, the reclaimed oil is every bit as good as new oil. These facts have been carefully ascertained by the Lubrication Department by careful experiments on reclaimed oil in the laboratory, on the engine test blocks and in actual flights.

The reclamation of the oil in itself is a wonderful thing, but there is another side we had to consider at the same time, that being a saving of money. Approximately three-fourths of all the oil issued was returned to the Oil House to be reclaimed. In the process of reclamation 80% of the dirty oil was recovered, and when this was sent out, it again came back, so that some of the oil was used and reclaimed several times over. A total money saving alone, from the time this department began operations, to the present time, has reached the sum of from \$18,000 to \$20,000. This, in times such as we have been passing through, has more than repaid the Government for any costs incurred at the beginning of this great work.

The necessity of such a saving, even in time of peace, has been brought forcibly to our notice, and the Government had decided to retain this department, in connection with future operations of both army and navy.

Even though the resources of our great and glorious country seem to be unlimited, yet the last two years have been the means of bringing home to us in a most forcible manner, the fact that efficiency and conservation, working hand in hand, spell success, in every line of work.





## KELLY FIELD CONSTRUCTS MACHINE IN 230 HOURS

**A** NEW AEROPLANE ready for flight can be constructed in 230 working hours in the shops of Kelly Field Flying Department.

The immensity of the repair and rebuilding facilities of the Kelly Field Flying Department shops is staggering to the mind of the uninitiated and few officers and men of Kelly Field have a full realization of the work done there.

With the exception of the steel wire and pure linen cloth, every piece and part of an aeroplane can be made at Kelly Field, even to the delicate carburetor for an aeroplane motor. New machines could be built but the work of the Engineer Department is confined to repairing and reconstructing.

### REPAIRS.

A damaged ship is hauled to the wrecking and order department where it is completely dismantled. If there is any salvage, it is sent to the shop that does that portion of the work. The motor, for instance, is sent to the motor shop, and any other part of the machine to what ever shop is equipped to handle the special repairs that need attention. There is always a large supply of parts on hand. From the assembly the plane is sent to the testing and final inspecting department and here it is again gone over to make sure that nothing has been forgotten. When it leaves this department, it is again ready for service and as the life of one pilot is worth many times the cost of all the machines in the service, care is taken that nothing is overlooked.

## KELLY FIELD RADIO STATION

On June 12th, 1918, orders received from the Office of the Chief Signal Officer in Washington officially establishing the Kelly Field Radio Station were received. The station was erected and maintained by the Radio Department of the Cadet Wing School, and was located in the School building. It has been in operation ever since and has proved of signal benefit and convenience to all departments of the Field.

A long wave-receiving cabinet set was employed and two operators were kept constantly on duty, day and night. Much experimental work was done at this station which served to greatly increase its range of operation. Audion amplifiers were used to great advantage and many long-distance records of receiving were made and surpassed.

The principal use to which the station was put consisted of receiving messages from Ft. Sam Houston, Headquarters of the Southern Department, and from the various other Government stations throughout the country. Also press bulletins were received every night and these, with the daily weather reports were furnished to the various departments in the Field. The Kelly Field Eagle was also furnished news.

The station proved of value also in communicating with disabled Radio Ships, forced to land at some remote point. Oftimes by this means they were located and furnished help in a much shorter period of time than would have been otherwise possible.

Both undamped and spark stations could be heard with the set used and many Trans-Atlantic stations along the East Coast were copied every night, notable among them being the stations at New Brunswick, N. J., Arlington, Va., and Annapolis, Md. These stations were heard nightly communicating with Lyons, France, and Rome,

Italy. The station at New Brunswick, N. J. was heard communicating with Nauen, Germany, even long before the news of the signing of the armistice reached Kelly Field. The equipment used was what is known as the Long-Wave type, having a variable wave length of from one to fifteen thousand meters, and is one of the finest Cabinet sets in use by the U. S. Government.

The station personnel is as follows:—Chief Operator; Herbert G. Rowley; Asst. Operators; Herbert Cunningham, Geo. S. Wilson, Andrew W. Joy, and Robert W. Downes. Lieut. Philip B. Somerby, Radio Officer for Kelly Field, is in charge.



Radio Ship



"THE HOSPITAL SHIP OF MEXICO"



"SHOWING MEDICAL COMPARTMENT"



"SHOWING PATIENT TRANSPORTED"

## KELLY'S HOSPITAL SHIP

**I**N MAY 1918 Major Decker conceived the idea of converting a Curtiss R4 airplane into a hospital ship, and work was begun immediately. The fuselage was changed so that there was only one cockpit and the turtleback was hinged on so that it could be easily thrown back just like the lid of a trunk. A stretcher arrangement was made to fit in under the turtleback and the patient who was to be carried could be safely strapped in.

There are several advantages to be gained by having such a plane on the field. It is always easier to locate a wreck from the air than it is from the ground, and then there is the advantage of getting medical assistance to

the injured man quicker. Furthermore, he can be brought to the hospital in much less time than if an ambulance were to be employed.

The hospital ship uses a 200 HP Curtiss motor and it will develop a speed of 100 miles per hour. All the work of converting the original ship into an aerial ambulance was done in the Airplane Division. The ship had to be completely rebuilt, and let it be said for the men who did the work that they accomplished a harder task than building a complete ship.

The testing department, under the direction of LL E. W. Franklin, keeps this ship in flying condition and it is always ready for use.





## PHOTOGRAPHIC SECTION



Photo Hut Field Menu

**A**MONG the various departments on Kelly Field which deserve special mention must be included the Photographic Section, or what is officially known as Aerial Section No. 39. This department is located in a little building commonly termed the "Photo Hut," located in an obscure position just in the rear of the Cadet Wing School, Flying Department.

As far as the Kelly Field activities of this section are concerned, it may be said that it is constantly kept busy photographing and printing views and portraits of buildings and persons both in the Flying Department and in Kelly No. 1. The department is frequently called upon to do like work for Camp Travis, Brooks Field, Camp Stanley, Camp John Wise and Fort Sam Houston.

But in the broader scope of its work, its men are here trained to take photographs from airplanes in flight, showing accurately the country over which they fly. Thousands of pictures are taken and from these is constructed an immense map of the terrain covered. The country within several hundred miles of San Antonio in each direction has been photographed, more than 100,000 exposures having been made. The department also recently made moving pictures of stunt and formation flying under the direction of an expert from the Committee on Public Information, of Washington, and these "movies" will be shown in all the large cities and towns over the country. The pictures from which maps are made are usually photographed from a height of from 7,000 to 10,000 feet. They are made on 4x5 inch plates and after being developed and printed are enlarged to twice this size. These maps are used by pilots of aircraft flying over strange country and are also

preserved among the permanent records of the United States Geographical Survey, in Washington.

When these maps are to be made the members of the department leave the Field with their motor lorry and trailer and follow the course of the plane doing the photographing. This lorry is thoroughly equipped to perform every function of a photographic department, from the actual photographing to the final turning out of a completed photo. The members of the department boast that they can turn out a completed photo eight minutes after they receive the film. This lorry outfit is also equipped to provide quarters and living accommodations for the men in charge. They carry their own provisions and do their own cooking and in fact live during the entire trip in their lorry and trailer. The outfit provides its own electricity, but also has an acetylene plant for use during emergency.

Lieut. Joseph H. O'Connell, former Head Instructor in Map Interpretation at Cornell University, is in charge of this little band of photographic workers, and their efficiency and ability is attested by the fact that only a few months ago several of the contingent were sent to France to co-operate with the American Expeditionary Forces.





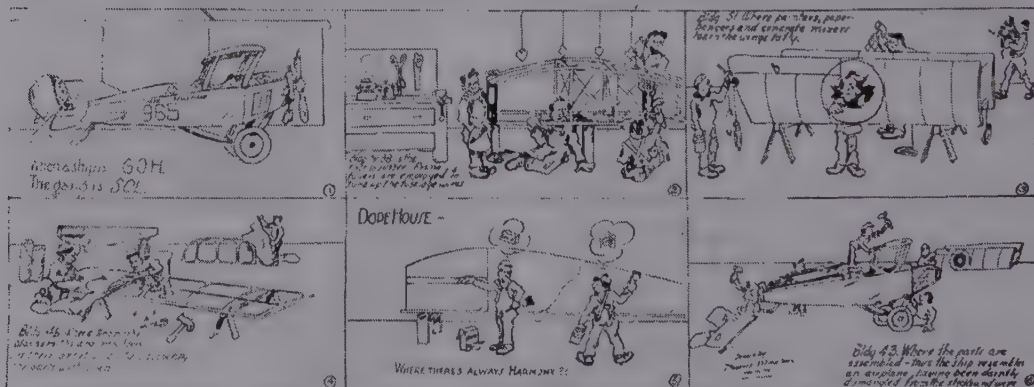
## NONCOMMISSIONED FLYERS OF KELLY FIELD

"Halfway, the home of Kelly Field's pigeon unit, is properly located in the Flying Department, and attracts considerable attention from strangers and those whose duties compel them to pass the loft on the way to the main entrance, especially when the birds are compelled to remain on the wing. This takes place twice daily, while the loft is being cleaned, and usually lasts about fifty minutes. Extraordinary care of the health of the

birds is taken and everything possible is done to safeguard them from disease and attacks from winged enemies.

The left is under the command of First Lieut. Q. C. Cough, pizcon officer. Private C. E. Pine is in charge of the winged messengers, the remaining members of the personnel consisting of Chauff. First Class Louis F. Johnson, Pvs. J. F. Sims, H. G. Pfaff, M. K. McLellan and W. A. Sauier.

THROUGH THE E. AND R.







## FIRST AIR SERVICE BAND

**A**DAMIRE LEWIS was a band leader in McKinney, Texas, at the time war was declared, and through Capt. J. A. Benton of the Fourth Texas Infantry became acquainted with the fact that this regiment had no band and immediately began negotiations with the Adjutant General to furnish one complete. Every man of the McKinney band, was, at this time, ready to go to the defense of his country, but on account of the delay occasioned by Military Red Tape it was a month and a half before a recruiting officer was finally sent to McKinney to enlist the band. By this time all excepting seven had decided to wait for the draft. These seven men signed up and were sent to San Antonio for enlistment. After the usual difficulties encountered in a recruit camp they were equipped with the necessities of a soldier and sent to their regiment which was then stationed at Brownsville, Texas.

At Brownsville they found three musicians already in the regiment thus making a ten piece band. They had no music except half a dozen popular songs and as many marches. However, Colonel C. W. Nimon, the regimental commander, not being a musician, ordered the band to play for an officers' dance immediately after the instruments were issued. The dance progressed as well as could be expected under the existing circumstances. About the time the repertoire was finished fate took a hand and the lights went out for the night.

They were stationed in Brownsville for one week and the first battalion was moved to San Benito, a city of about 5,000 population, 20 miles up the Rio Grande. Here the regimental duties were assumed in earnest, this same music being used for Keyville-march, Guard-mount, Parade, Dance, and Concert for fully a month before any other could be obtained. Finally when enlistments became heavy they were fortunate enough to recruit the band to something like fifteen men. However, they were handicapped because of the shortage of men in headquarters company and the band did all the K. P. and fatigue for the company which made it next to impossible to have any success with rehearsals. After laboring under these difficulties and accomplishing practically nothing the band was ordered back to Brownsville during the latter part of

August for a period of thirty days for duty with the second battalion, commanded by Major Lloyd E. Hill. Here the band had only musical duties to perform and could play and rehearse to their hearts' content.

The first of October found them back at San Benito with the same difficulties to contend with as before. This lasted until October 12, when the regiment entrained for Ft. Worth, Texas, to become a part of the 36th division. In the organization of this division two of the old regiments were consolidated to make one of war strength. As the bands at that time were allowed only 25 men, and the regiment with which this one was consolidated had a full band, it fell to the lot of the Fourth Texas Band to be assigned to the depot brigade.

In the depot brigade the mess conditions and quarters were not of the best and much could be written of the discomforts endured. On December 23, they received orders to report to the commanding officer of Kelly Field; arrived there about 4 A. M. Xmas day, and were assigned to the rookie lines as no one seemed to know what else to do with them. Finally they were assigned to the Flying Department.

The work in Kelly Field, taken as a whole, has been the most pleasant encountered in their very checkered career, and although each and every member of the band feels a keen disappointment in not having been allowed to go to France, they have a very great satisfaction in the knowledge that they are members of the first and only authorized band in the Air Service of the U. S. Army.

List of the Commanding Officers of "The First Air Service Band."

Lieut. S. F. Stone, Lieut. J. I. Lawrence, Lieut. Carl E. Newman, Lieut. T. R. McRacken.

Much credit for the success of the band is due to the leadership of Sgt. A. Frankel. Sgt. Frankel secured his training at the N. Y. Institute of Musical Art, and at the Imperial Conservatory at Vienna. He later acted as Director and Violinist at the State Hospital, Riga, Russia, and was associated with the Russian Symphony Orchestra.



## GUARD DETACHMENT, FLYING DEPT.

**T**HE GUARD of the Flying Department Kelly Field was organized on or about January 1, 1918. Major Heard was then Commanding Officer of the Field, and he assigned 2nd Lieut. G. W. McLean as Guard Officer. Kelly Field No. 2 at this time was under construction, and therefore many posts were maintained. Lieut. McLean proved to be a very efficient officer by soon whipping into shape a competent organization out of men who had only been in service about two months, and most of them mechanics.

On April 18, 1918, Lieut. McLean was relieved by Lieut. Edward Schumacher. Men from all squadrons in the Field were assigned to guard duty, until the 243rd Squadron located at this field. This Squadron took over the entire Guard, which at this time covered twenty-three posts, manned by forty-nine privates, six corporals, and three sergeants; Sgt. Grove acting as Sergeant Major, and Sgt. G. A. Lusby and Sgt. Frank Erskine as duty Sergeants. This Guard furnished the snappiest guard mounts ever held in Kelly Field.

After eighty days of the hardest and most tedious duties a soldier has to perform the 243rd Squadron was relieved of this duty. All members of this Squadron can well be proud of their record, as they were a fine Organization and performed their duties in a very efficient and military manner. The 243rd men were relieved when it was ordered that on August 2nd, the 115th Squadron would relieve them of guard. The 243rd Squadron was then ordered to the various duties of the Flying Department.

The 115th Squadron started their new duties with a spirit equal to that of the 243rd. The same posts were maintained, and although Guard Duty was something new

for the men, they were soon executing their new duties in a creditable manner. Many of the men of the 115th will never forget Sergeant Groves (slogan) "Press down on the Butt." Sergeant Grove was commissioned 1st Lieut. in the United States Guard, and left for his new duties on August 15, 1918.

Lieut. Schumacher was relieved on August 8th, by 2nd Lieut. R. S. Nason. On August 17th, the 115th was relieved and a permanent Guard detachment formed from all Squadrons on the Field. Sergeant Frank Erskine was assigned as Sgt. Major and Sgts. Tisserand, Kick, and Horton as duty Sergeants. Lieut. W. S. Blakeley, Jr. was then assigned as Guard Officer.



GENTLE TEARS DROPPED—AT KELLY





## WOOD PILE

**A** LONG the main road that intrudes the visitor to the great flying field at Kelly stretches one of the greatest wood-piles that Uncle Sam has accumulated for the Army or Navy anywhere. Following the 1917-1918 winter, shortage of fuel, this collection began to spring from a few truck loads of fire wood and it has been steadily lengthened by hundreds of car loads until now it has become one of the wonders of Kelly Field.

The road from the main entrance to the flying field is 1800 feet in length and it is entirely flanked on one side by this giant pile. The pile consists of four parallel widths of four feet each, and reaches upward to a height of eight feet. Hence trained as one long pile the accumulation covers a distance of 3.71 mile. There are in this approximately 1900 cords of oakwood, valued at the present time at \$6 per cord. Were the entire pile reduced to single pieces arranged in one continuous line this single Kelly Field wood pile would extend for nearly six hundred miles, or the distance from San Antonio, Texas to New Orleans, Louisiana. Furthermore, with an average power saw, it would require 1700 days or 5 years of working days for one man to prepare this wood for consumption.

This wood pile is but one of four built at Kelly Field for the fires of the present winter.





## SQUADRON "A"—THE ACTIVE AVIATORS

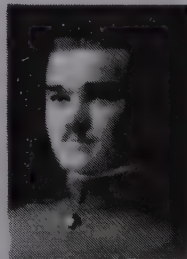
**A**FTERWARD the Flying School Detachment Squadron "A," the 2nd Aero Squadron was the second to be organized in the United States Army, as noted by its numerical designation. It was organized November 15th, 1915, at San Diego, California, where the only Aviation School at that time was located, and it was from this school that the squadron selected most of its members. The rest of the members were taken from the 1st Aero Squadron, then the only completely equipped squadron in the country. It was the policy of the Aviation School at San Diego, Cal., to completely train and equip a squadron before sending it into the field, because at that date, under peace conditions, time was not such an important factor and men were selected for the school with great care, largely from other branches of the service. The military and civilian instructors at the Aviation School were men of national and international reputation. The original 2nd Aero Squadron consisted of six officers (Flying) and thirty-nine enlisted men (Mechanics). Two officers and ten enlisted men were taken from the 1st Aero Squadron, then stationed at the School of Fire, Fort Sill, Oklahoma, and four officers and twenty-nine enlisted men being taken from the Aviation School at San Diego, Cal. The officers were highly skilled pilots and each enlisted man was an expert mechanic in his line. Something noteworthy of the Squadron's enlisted personnel is that only three men out of thirty-nine were serving on their first enlistment in the Regular Army, and not a man with less than two years' service.

The Squadron after being organized left the United States for the Philippine Islands on January 5th, 1916, and arriving in Manila on February 4th of that year, was stationed at Ft. Mills, Corregidor Island, P. I. While there the Squadron did splendid work.

This work continued until the Squadron was ordered back to the States, several months after war was declared against Germany, and on the 15th day of October, 1917, the boys of the 2nd Aero sailed from Manila, arriving at San

Francisco on Nov. 17th. Immediately they set out for Kelly Field, Texas, reaching the latter city five days later. Here a number of men were transferred and sent to new fields that were being established throughout the country, serving as experienced backbones in their personnel. Call Field at Wichita Falls, Tex., took an exceptionally heavy toll of the Squadron's experienced men, and after about a month of indecision on the part of Washington, the organization was sent to Kelly Field, No. 2. This was indeed bad news as the men expected to be sent overseas from Kelly No. 1, and knew that by this last move, they would be held here

indefinitely. The Squadron was assigned as a Service Squadron, assembling JN 4 D Type Curtiss Aeroplanes. When assembled, one of the crews from the organization would be selected to care for same and would have them flying 20 minutes after taking charge of them. A few months elapsed, and the men were so busy that they had little time to worry about their stay at Kelly Field, when suddenly various squadrons began to be ordered overseas. Immediately the men of the 2nd Aero wanted to take advantage of this opportunity, and began bombarding headquarters with requests to be transferred to the various outgoing squadrons. Some of the members were fortunate enough to secure their transfers, while others were told that it would not be long before the old 2nd would be sailing the high seas for France.



Lieut. L. L. BOWEN  
Commanding

In the early part of July, 1918, certain changes were made in Field. The 2nd Squadron was assigned to the "Advanced Cross Country" and "Acrobatic" stages, and at this point had its men relieved from all other stages. About the middle of July, 1918, an order came that put the 2nd Aero Squadron completely out of existence, stating that the name would be changed to KELLY FIELD SQUADRON "A."

To form some idea of the service which the old 2nd Aero has given to Kelly Field, as well as various other fields throughout the country it may be stated that there remain only six of the charter members who left San Diego, Cal., to make up its organization, and eighteen men who sailed





## SQUADRON "A"

from Manila with the Squadron. Fifteen men from the squadron have received commissions since war was declared on Germany, and about ten more of the members would have been commissioned had the war lasted a short time longer.

The following Officers have commanded the 2nd Aero Squadron and Squadron "A" in the order in which they are named:

Major Wm. Lay Patterson, Major Martin F. Scanlon, 1st Lieut. James C. Fure, 2nd Lieut. Wilbur D. Tupper, 1st Lieut. John F. McInnes, 2nd Lieut. William C. Kling, 1st Lieut. William L. Shaffer, 1st Lieut. George M. Palmer, 1st Lieut. Earl McDonald, 2nd Lieut. Lewis L. Bowen.

### ROSTER

**Master Electricians**—Price, Denver, Frankel, Abraham, Robinson, Clem. **Sergeants First Class**—Hunt, Peter H., Caldwell, Cecil, Nelson, James G., Peterson, Amos, Styers, Bevel, C., Siewert, Herman, McConville, John C., Brugler, Herbert, Kleinschmidt, Nic. Lovington, Theodore T., Hudson, Hawley T., Grant, Joe, Julius, Albert W. **Sergeants**—Hultgren, Edward E., Probasco, John H., Jeffreys, Willie B., Frederick, Clarence W., Obenshain, George R., Cooper, Cherry T., Nolan, William K., DeCante, Jules, Sheridan, William, Dunning, Milo D., Rafferty, Francis R., MacInnes, Nell, Hewitt, Robert W., Huston, Elwyn D., Hart, Frank B. **Corporals**—Crowe, Albert W., Kilpatrick, Adam A., Hart, Frank W., Coleman, William H., Taddich, Frank, Brand, Clifford G., Kauffman, Stephen. **Chauffeurs First Class**—Andrews, John, Henriksen, Albert H., Rowland, Edward M., Hinton, Howard, Tucker, Sam. **Chauffeurs**—Carlson, Hindur, Cavanagh, James V., Decker, Leon E., Franklin, Casswell G., Hadland, Irvin, Huffman, Ray L., Madison, Mart W., McWilliams, Melvin, Jones, Fred, Neesen, Robert E., Schneider, Frederick, Sheldon, Robert H., Sirran, Earl J., Washburn, Bayard H., Whitte, James L. **Cooks**—Butler, Walter J., Comber, Albert W., Hadley, Curtis H. **Privates First Class**—Amey, Victor, Aylward, William R., Blomgred, Reuben V., Bloy, Robert K., Bogert, Harold R., Corder, Jesse F., Crocker, Ivan B., Davis, John W., Donohoe, William

F., Fox, Floyd J., Gervais, Walter J., Geary, Don H., Hill, James E., Kehne, Carlton R. **Privates**—Abernathy, George J., Algee, Lawrence R., Baker, Russell, Baker, Henry M., Barrera, Miguel, Barton, Roy W., Barts, Joe J., Beaubien, Walter A., Bishop, Paul H., Blubaugh, Walter E., Bierig, Carl W., Bosse, William F., Breiten, Richard H., Bretz, Charles M., Bridge, Willard E., Bricecman, Henry F., Brooks, Willis, Burks, William A., Dush, George W., Eullard, Lon A., Canon, Leonard E., Carey, David J., Carpenter, Phillip B., Carrier, Ralph E., Case, Edgar L., Casselberry, Vernon H., Cavins, John H., Chapman, Cecil C., Chappek, Seth S., Chatham, James H., Chidress, Jefferson D., Clark, Ira G., Clark, Thomas J., Cleahan, Emile P., Clickscates, Jamie T., Conter, William M., Cole, Charles B., Coleman, Oscar H., Crary, Walter L., Deane, Alfred C., Ditty, George W., Dora, Charles B., Ebert, August H., Finney, Charles H., Gough, Harvey H., Grell, Theodore F., Hill, John W., Hoff, Rudolph B., Howden, Carl J., Isenberg, Dave M., James, John F., Johnson, John B., Kane, Eddie, Kempf, William A., Lamm, Joseph D., Lipschitz, Gabriel, McGraw, William M., McCall, Claude A., McCarty, Claude E., McKenzie, Franklin B., Metcalf, Vernon, Mickelson, Jens F., Naeck, James R., Naylor, Joe E., Nielsen, Niels C., Nuckolls, Ellis V., O'Hara, Furman T., Oler, Ralph G., Pajos, Oren F., Petty, Lee R., Potts, Guy O., Preston, Guy W., Quinton, Joseph A., Radford, Charles P., Rankin, Edd S., Ray, Arthur A., Roberson, Volney H., Roberts, Ashley S. J., Rollow, Floyd G., Rollow, Verona E., Roths, Thomas F., Ruth, Walter H., Stevig, Lenex S., Warner, Charles H., Westfall, Ralph, Wisniewski, Ignatius G., Wilson, Burton G.

### Lieut. LEWIS L. BOWEN

Enlisted October, 1917. Entered Ground School, Illinois University, December 8th, 1917. Graduated February 16th, 1918. Arrived in Kelly Field, March 4th, 1918. Completed R. M. A. course May 26th, 1918. Assigned to Squadron "A" as Commanding Officer on November 11th, 1918.





## SQUADRON "B"—AS BUSY AS ITS NAME IMPLIES

Composed of Sturdy and Virile Young Men, this Squadron Made Marked Strides  
Since Its Organization

**B**USILY from North, East, South and West they came, keen of eye and mentally alert, eager and willing to "do their bit," filled to overflowing with an enthusiasm that knew no bounds, the favorite remark overheard from day to day being "Let's Go!" And well they might voice their hearts, for as time wore on many of the old organization—the 115th—had been transferred to parts unknown. And yet be it said to their credit that not once during the long grind did the spirit that brought them to Kelly Field fail them. Composed of all grades of the average American youth, this squadron boasted of as varied a lot of skilled workmen as could be found within the confines of any flying field in America. It mattered little, whether in "kack" or denim, on parade or walking to and from their daily labors, the one thought uppermost in their minds was "Heads Up!"

On hot summer days, when the sun played havoc with the rookies, the more hardened ones would be found offering words of encouragement and cheer until at last the green men also became accustomed to the smile of Old Sol, and the perspiration that rolled from their youthful faces bothered them no more. Occasionally, however, when the mail would bring tidings of the loved ones at home, it was apparent in their faces for the moment, and a look of sadness would creep over their countenances, only to be displaced by a broad grin when some squadronite would happen by with the remark, "Look at the cats on him!" or "How do you get that way?"

Now, however, all that is changed. The war is over. Peace has come at last, and those brave young men who offered their lives that liberty might not perish have settled down to await the magic word "Home." Bright, cheery faces respond to the stern command "Attention!" and the elastic step of the right guide is quickened all the more by his followers, so eager are they to play out the game to the last call. And in future years, when gray hairs will have replaced those smart, military haircuts, it will be

with no feeling of remorse when their minds wander back to the days spent in the Flying Department of Kelly Field.

The experience of life spent in tents is something to which any man can refer with a feeling of pride, for it takes more than the ordinary man can stand to face cheerfully all kinds of weather, to say nothing of making up one's own bunk with a tidiness and uniformity that many a dainty maid would do well to emulate, and nothing of the strict inspections which followed each day, especially the weekly preparation for the general inspection. A sigh of relief usually followed the weekly inspections and happy was the man who could boast of no confinement or the more unwelcome K. P., as a reminder of carelessness.

"Say, old boy," it was often said of one to another "how about it?" "About what?" his comrade would retort. "Ah; come across; you know what I mean." And then the two in question would begin a discussion as to the proper way in which to display their clothes which usually lasted until the welcome notes of the huge sounded "Souper, souper, soup," when all would repair to the mess hall to make demands on the cooks for a well earned portion of "chow." But



Lieut. A. MALONE  
Commanding

after Sunday's dinner came thoughts of something more agreeable than mere discussions, and then it was that the ladies came into their own judging from the loads of human freight that boarded the various service cars to town. That Squadron B was always to the fore in this regard was best evidenced by the number of beautiful young ladies who attended its Victory Ball at The Gunter—the first, be it said in their praise, to hold a ball in honor of the boys overseas. However, when one stops to consider the smart-looking young men who compose this squadron the ladies are not blamed for the winning smiles that are worn in conjunction with the rosy blush that spells admiration, for does not Squadron B furnish the best in athletics, whether it be boxing, baseball, football, handball or any of the many games indulged in around the squadron quarters?





## SQUADRON "B"

There were live wires of all sizes to represent the squadron whenever called upon, but when it came to explain the reason of the many dainty packages containing all sorts of goodies it was only necessary to glance down the line at Retreat to find the answer. There was the Apollo of the squadron, Monzo Curtis, who never complained about anything; Sergt. Ferry, student of the I D R.; Sergt. Montgomery, with his famous "Right dress"; Petrucci, the dainty Beau Drummel; and Drummond and Layman and Weymouth and Cornell and so on down the entire roster one could go without fear of finding anyone who could not stand inspection at a moment's notice. When "Squads Right" and "Squads Left" will have changed to "Squads East" and "Squads West" demobilization will bring to a close the last act of a drama in which Squadron B of Kelly Field played no small part.

### ROSTER

Angel, Burdett A., Armstrong, Herman, Arnstfeld, Raymond S., Barnes, Milton M., Bauman, Henry A., Belcher, Chester A., Bender, Leslie C., Beville, Ray E., Bober, Wilbert C., Bolin, Edison J., Bonkowski, August, Blackburn, Samuel S., Bradley, Frank C., Brown, Harry D., Brown, Leslie J., Brummerhop, Harry R., Butler, Edwin S., Castagnetti, David, Cawley, John H., Cole, Charles E., Coleman, Richard V., Colmyer, Richard H. Jr., Conrad, Frank, Cornell, Lewis H., Cox, Sibley L., Cronk, Afton E., Crooks, Orvie W., Curbin, Elmer J., Curry, James B., Curtis, Alonzo, Daigle, Treville A., Denver, Thomas M., DeWald, Daniel, Dewey, William E., Dowdy, Albert A., Duncan, Thomas J., Drinkard, Clarence R., Drummond, Chester A., Edgemon, William S., Edwards, Thomas J., Edwards, William, Elliott, Fawn, W., Englerth, Joseph A., Estes, Millard K., Evans, Arthur T., Ferry, Francis P., Fitzpatrick, Harry J., Flake, James L., Fletcher, Harry E., Fletcher, William L., Flourna, Lavton, Fowler, Sidney M., Fuchs, Otto L., Gaiman, Doyle F., Gaskill, Robert A., Gates,

Elmo D., Geandreau, George W., George, Edward M., Gibson, George R., Ginsberg, Reuben P., Gipson, Luther M., Gohlke, Arnold O., Gourlay, Joseph P., Grenfield, Andy J., Guide, Vernon L., Gutenberger, Ferdinand J., Hagood, Roy O., Hairston, John W., Hall, James C., Hamilton, John B. E., Hardin, James A., Harrison, Jon E. W., Hartman, Leonard, Halls, Lee M., Horton, Charles A., Irrell, Albert W., James, Frank E., Jones, Bernie B., Jones, Charles E., Kelly, John, Kick, Wilbur M., King, Howard E., Kleeber, Glen, Kridler, Clark C., LaPelle, Joseph E., Layman, John H., Lindau, Paul J., Loewy, Arthur, Luckham, Lloyd P., Lundy, James, McDermott, Arthur B., McDermott, Clarence M., McGuire, Fred O., Martin, John H., Martin, Robert W., Marx, John, Montgomery, Harry G., Moe, Syvert O., Morrison, John W., Murphy, Joseph R., Nelson, Louis, Nickerson, Glen O., Paredes, Celestino P., Pendleton, James E., Peoples, Sherman, Pepiot, Joseph E., Pepenay, Bernard P., Petrucci, Lawrence M., Poling, Holly S., Prowse, Ernest G., Quick, Clarence W., Rhumer, William K., Riley, John E., Rinkus, Simon, Robinson, Robert E., Robinson, Walter J., Rosenkrans, Russell R., Rose, William J., Sachtleir, Harry H., Schell, Alfred, Schlotterbeck, Isaac G., Scott, Conn L., Scott, Dewey F., Selzer, Jacob F., Semor, Henry R., Siefert, Otto F., Smumark, George, Sizer, Robert N., Smith, Eugene K., Smith, Melvin R., Snow, Robert S., Spangle, John, Spiers, Edward, Sprinkle, Howard W., Stafford, Massie G., Stahlhut, Alvin C., Steward, Ollie, Studham, Claud B., Straw, Walter R., Sumner, Arthur J., Swalley, Earl J., Swanson, Leslie, Tauber, Harry A., Thompson, William G., Fippy, Jesse N., Tisserand, Alphonse, Toole, Robert E., Valentine, Gustaf L., Weymouth, Leslie G., White, Harry O., Williams, Floyd L., Williamson, Kai A., Winter, William, Wilson, Robert M., Wilson, Thomas C. Attached to Squadron—Anderson, Ralph, Barr, Edward, Batton, Bradford T., Blake, Noble E., Burkle, Fred J., Coffey, Lloyd, Epperson, Charles, Flynn, Fred C., Gleason, Thomas F., Hayden, Francis S., Hayes, Dallas B., Intanger, Arthur H., Joy, Andrew W., Kirk, Ole G., Magee, Harry, McGraw, Anthony J., Morrow, Joe A., Neiswender, Raymond R., Dickens, George T., Paxton, William D., Queen, George C., Ralston, Samuel M., Thompson, Harry B., Weiss, Louis, Wilson, David S., Wood, Thomas S., Zumtobel, Joseph G.



## SQUADRON "C"—CAPABLE AND CONTENTED

**C**HANGED afterwards to the Flying School Detachment Squadron "C," the 117th Aero Squadron was organized at Kelly Field, Texas, March 18th, 1918, on which date there were only 17 men connected with the Squadron. Although not a very impressive Squadron at first, owing to the number of men connected therewith, it soon took its place among the top notchers of Kelly Field. Due, in a large degree, to the officers under whom the men have been serving and the willingness of the men to make the Squadron rank among the best.

On April 4th, 1918, two hundred and nineteen men were transferred to this command in one day. After passing a number of them on to another Squadron, the enlisted personnel was completed. Lieut. Frank C. Yates was then Commanding Officer and served in that capacity until relieved of the command July 22, 1918, being assigned as Commanding Officer of a Squadron in Kelly Field No. 1. The members of the command consisted of men adapted to the needs of a service squadron, the majority of the men being connected with the Field and Hangar Division. There were also a number of men who had been working at the Motor Repair Shops since their arrival on this field. Different sections of the E. & R. Department have had the services of our men since date of organization. The Transportation Department of Field No. 2 also had a number of our men working in it. The services of all these men have been appreciated, as shown by the number of promotions that have rewarded their efforts to do all they can to make this field one of the best in the United States.

On July 1st, 1918, the 117th Aero Squadron was put in charge of the 2nd Solo Stage, then operating Hangars 14-17-18. At that time there were twenty ships assigned to that stage and under the supervision of some of the oldest and most experienced non-commissioned officers that have ever had to tackle a ship that organization has maintained one of the best stages on Kelly Field. The 2nd

Solo Stage included Casson and Vanderstucken Fields. Sergeant 1st Class Oscar L. Johnson, Sergeant 1st Class Paul R. C. Winans and Sergeant John J. Stark, trouble shooters at Casson Field, have been instrumental in keeping the work at a high standard at this field. Sergeant Earl J. Gaffney and Sergeant Louis C. Perry, who shot trouble at Vanderstucken Field, have always given their best in the work that they do, as shown by the excellent records of that Field. This stage now has over forty ships under its control. Sergeant 1st Class Kyren J. Dooley, stage inspector of the 2nd Solo, has had a hard task since

becoming the stage inspector, but has always demonstrated his ability in handling men and ships in the most capable manner. This stage has more ships flying than any other stage on Kelly Field. Sergeant Rex H. Jenne and Sergeant Arthur H. Koeppe, Hangar Inspectors have assisted Sergeant Dooley considerably in his work. Private 1st Class George R. Sweeney and his crew are one of the best on this stage. July 22, 1918, Lieut. George N. Belser, prominent flyer, who had been acting as Engineer Officer of the squadron from July 9th, was made Commanding Officer and Lieut. Leonce H. Smith, another prominent flyer of Kelly Field, was assigned as Engineering Officer. Under the direction of these two officers and Sergeant 1st Class Charles W. Milligan, who had been acting as Sergeant Major since the date of organization, the work of

the Squadron and Stage was carried on most diligently and satisfactorily. On July 22nd, the 117 Aero Squadron was discontinued and the personnel thereof was changed to Kelly Field Squadron "C."

Lieut. Henry P. Osborne, who had been connected with the Squadron from April to November, 1918, as Adjutant, was then transferred to the Bureau of War Risk Insurance at Kelly Field No. 1. He always rendered his services to the Squadron in a very satisfactory manner. Lieut. S. Blakeley, Jr., was transferred to the Salvage Department in November, after carrying on the work of Supply Officer from April, 1918, to the satisfaction of the whole command.



Lieut. H. S. SMEDLEY  
Commanding







## SQUADRON "C"

Sergeant 1st Class Ralph C. Ruhl was then Supply Sergeant and his work in that department has always been of the best. Sergeant Ruhl is now "Top-Kick" and is proving that a Supply Sergeant can make an excellent Top Sergeant. Corporal Merts, formerly a clerk in the Supply Office has been appointed Supply Sergeant and is carrying on that work very well.

When Lieut. Belser was transferred as Assistant Officer in Charge of Flying on October 16th, 1918, Lieut. Smith, Engineer Officer was made Commanding Officer. During his regime, he did everything he could to uphold the good reputation that Squadron "C" had established throughout the field. His work as Commanding Officer and Engineer Officer for the 2nd Solo Stage kept him busy at all times, but he demonstrated his ability as a leader of men in such a way as to prove himself worthy of his position. Lieut. Smith has always been interested in the welfare of the enlisted man and does everything in his power to help them. On November 18, 1918, Kelly Field Squadron "C" was transferred to the Flying School Detachment, which comprises all lettered squadrons. Sergeant Charles L. Marvin, who had been chief clerk of the 2nd Solo Stage since it was taken over by Squadron "C" was appointed Sergeant Major of the Flying School Detachment Squadron "C". He is a level headed man and a good man to be in charge of the paper work that is connected with the Squadron and has helped the boys to such an extent as to receive the appreciation of all.

The Squadron "C" barracks have been the scene of many a good time, especially in the fifth ward, where, led by Corporal Herman Mason, and two Irish comedians, Sweeney and Wedlock, they have shoe battles every night before going to sleep. Pvt. John J. O'Shea, whose trumpet is very noisy at night is to be quarantined for the rest of his time in the Army if he doesn't put a muffler on it. The rest of the fellows cannot sleep when he starts. Pvt. 1st Class Alexander A. Maktaitis has given out a notice that he is going to reside in a nearby city after the war is over, as he has spent so many pleasant hours there. Pvt. Howard Baker is contemplating buying one of the army bunks to take home with him, as he has become so strongly attached to it that it would be rather hard for him to get along without it. Private John Welch, of the 1st Ward, has started a night course on how to talk in your sleep.

Lieut. Edwin T. McCanna was transferred to the Squadron on November 1st, 1918, but has since been discharged. He showed himself to be a man of marked ability in carrying out the work of Adjutant of the organization. He was formerly connected with the Casual Detachment at Kelly Field No. 2. Lieut. Smith was relieved of the command of the Squadron in December and is now Adjutant

of the Flying School Detachment. Lieut. Harry S. Smedley, a flying officer, has been appointed Commanding Officer and he has already made himself one of the most well liked officers that this Squadron has ever had, owing to his ability in handling men. For the past two months, he has also been carrying on the work as Engineer Officer of the 2nd Solo Stage.

Flying School Detachment Squadron "C" has always been interested in anything that takes place around the field and has always been up to the mark at inspections. We all hope that when the day comes that will separate us from the service of the United States, we will carry throughout our lives that feeling of good fellowship that was instilled into us by the officers, whom we have been fortunate enough to have.



Lieut. H. L. SMITH

### ROSTER

**Master Electrician**—Jaffee, James C. **Sergeants 1st Class**—Johnson, Oscar L., Milligan, Charles W., Nache, Albert J., Wiseman, Reuben E., Douley, Kyrin J., Ruhl, Ralph C., Winas, Paul R. C., Maoy, Charles B. **Sergeants**—Gaffney, Earl J., Raxle, Sumner S., Stark, John J., Daniels, Frank S., Jr., Ross, R., Heavens, Lawrence C., Smith, Louis P., Koenig, Arthur H., Perry, Louis C., McSherry, John A., Marvin, Charles L., Loring, Wilbert W., Doolan, Fred P., Hasselback, Walter M. **Corporals**—Wagner, Ralph R., Miller, Joseph R., Harg, Ben, Anderson, Harry N., Wedlock, John F., Merts, John R., Nelson, Herman, Hunsdel, David M. **Chauffeurs 1st Class**—Kramer, William C., McCarthy, James B., McFarland, Oscar T., Pitt, Louis, Davis, Bert, Stockdale, Hamilton M. **Chauffeurs**—Madsen, Sydney G., Mathory, Russell R., Lemon, Ed. S., S. Pierre, Charles A., Ramsey, Guy R., Lyles, Julian B., Kelly, Eugene, Schwartz, Eugene P., Lee, Hilley E., Mathis, Rudolph W., Yanett, Florian, Ford, Geoffrey W., Lenke, Lee M. **Privates 1st Class**—Abel, Hazen P., Reers, Cero R., Englehart, George W., Ford, Robert O., Hagan, Ralph E., Herbers, Martin J., Hutson, David H., Johnson, Walter E., Kress, Willie C., Maktaitis, Alexander A., Mullins, Robert N., Swadlow, John L., Sweeney, George R., Walsh, John M., White, William P., Williams, Everett R., Wood, Michael F., Young, Duke, Young, Horace A. **Privates**—Apple, Alex., Baker, Howard, Barber, Seymour B., Bower, Charles H., Clark, Alex., Clock, William C., Eco, Peter, Englert, Andrew J., Feader, Chester H., Finn, Clyde C., Fore, Harold, Forner, Charles B., Fossitt, Pleasant, Frank, Carl A., Franklin, Francis E., Fraker, Clyde M., Fritts, Robert E., Fuller, Edmund W., Fuller, Tom W., Gailhard, Joe, Garber, Emmet L., Gatty, Charles W., Dam, Luther, Hamrick, Ben J., Harmon, Homer H., Barrall, Chapman, Haffeld, Leslie, Heiser, John E., Higginson, William C., Hinton, Charles S., Hecker, Cecil J., Holland, Maurice A., Holbrook, Otto E., Hubbard, James C., Huchaba, Alf J., Hyde, Louis L., Ingram, James H., Ingram, Milton S., Irvine, John J., Jennings, George T., Johnson, Wilbur D., Kachibark, Louis J., Kerby, Alexander S., Kilgore, Dan P., King, William J., Kirkwood, Morris J., Kletecka, Emil H., Kopecky, Jerome M., Land, Lester L., Lawton, Dennis A., Leath, George M., McAdams, John McHade, Clarence L., McKenzie, Earl M., McNamara, Edgar A., McNamara, John P., McKillip, William, Manely, Bayard, Sam, Lester D., Meindler, Arno J., Mooney, George, Moet, Guy W., O'Shea, John J., Pfundt, Charles, Pomeroy, Rudolph, Pyne, Herbert H., Rattkin, Andrew J., Reilly, John W., Repoli, Frederick W., Rossell, Olympia M., Shoud, Barnett, Snow, Charles G., Street, Luther J., Swanson, Holding O., Thompson, James B., Thomson, Sydney L., Tindland, Knute, Trone, John B., Tripp, Pearl S., Vachek, Joseph B., Vincent, Roy, Weaver, Orville G., Webb, Willie W., Whaley, Beecher, White, Con J., Wiley, John E., Williams, Roy, Williamson, Harvey, Vailford, Frank D., Wilson, Earl L., Wilson, William G., Wright, Emmett A., Young, James L.



## SQUADRON "D"

**Determination to do our patriotic duty caused this aggregation of splendid American manhood  
to become as one large congenial family**

**D**URING January, 1918, the 178th Squadron was organized. This exceptional Squadron was formed of a body of very promising young men. Every heart was gladdened on that day by being informed that we would come to Kelly Field No. 2, there to remain for a period of two months, equipping, training and preparing for overseas duty.

The first day or two was spent in establishing the Squadron in the new field. The Squadron was then under the command of Lieut. W. A. Fredericks, who was soon succeeded by Lieut. W. F. Boedker and assigned to the Supply Department. Lieut. Litherland was assigned as Adjutant, being succeeded shortly by Lieut. R. M. Stover. Lieut. G. L. Voorhees was assigned as Mess Officer.

To the surprise and astonishment of the entire squadron on the fourth day of its infancy, each man was given his machine and honored by being given the chance to try it on the new field which Uncle Sam had recently secured. But to the sorrow of the men we could not fly our machines. We used them instead in the preparation of the new field for flying. However, despite all the hard work and discouragements, it was not the spirit of the men to be at all slack in the discharge of their duties, and they tilted away

at the work that had been assigned to them. About one week was spent at this kind of work and then all were relieved and assigned to work in the various departments of the Flying Field. Great interest was shown in the work, as all were working for promotions. The morale was greatly strengthened by the squadron being moved into barracks and equipped for overseas duty.

By this time the affairs of the squadron were moving along smoothly. Men were becoming more proficient in their work, learning the old army game, and being promoted as they deserved.

The desire and ambition of the squadron was to get across in February, the personnel of the Squadron was changed by men being transferred to other squadrons and new men being transferred in. Lieut. Boedker was succeeded at this time by Lieut. L. H. Kronig who performed a great work in improving the squadron all around and strengthening its morale. From time to time there have been men assigned to the squadron making the total number of men assigned to date 734.

Every commanding officer has been very anxious to carry the squadron abroad and help in the conflict over there, but the personnel has been such that it was found best by the Aeronautical Directors to keep it here, owing to the efficiency and satisfactory work done. On July 22nd, the 178th Squadron was changed to Squadron "D" and made a permanent squadron on the field. Among the selections of the men from Kelly Field, Squadron "D" took her share of the honors in sending five men to S. M. A., twelve to the Central Officers Training School and three being commissioned direct. One thing that has contributed largely to the reputation of Squadron "D" is the conferences that have been held between the commanding officer and the non-commissioned officers each week, to collect ideas of interest for the squadron and to work out a plan to best utilize the forces of the squadron in promoting the work on the field, for the one great purpose of training cadets to become aviators.

Lieut. Kronig was succeeded by Lieut. E. W. Raley, R. M. A., a man who watched after the interests of the men very closely and did all in his power to lift the standard of the Squadron. Lieut. Raley was succeeded by Lieut. L. G. Devaney who was no less a man than the former in executive and administrative ability.

The Squadron has now been in existence in the Flying De-



Lieut. L. G. DEVANEY  
Commanding



Lieut. C. B. SHERRY





SQUADRON "D"

partment, Kelly Field, almost one year and has done its part there. Every man has had his shoulder to the wheel at all times and has tried to discharge, to the best of his ability, whatever duty the administration of our great army has ordered. The Squadron has not been lax in the social side of army life. One end of the Mess Hall was fitted out as a Recreation Room. A piano, victrola and pool table were installed and two large floor mats were purchased for the room. Several members of the Squadron made two library tables and two settees and a number of folding chairs were purchased which completed the equipment of the room. Following the establishment of the Recreation Room, several dances were given which met with popular favor, and an orchestra was formed which furnished many a pleasant evening's entertainment for the members of the Squadron and their friends.

We are proud that the honor has been ours to be a member of this well recognized organization in performing the duties that have fallen to our lot, and to have had the honor to serve in Kelly Field, one of the largest and best organized Fields in the world, and to have had a chance to serve in the Army of the United States, the greatest and most efficient in existence.

#### ROSTER

**Master Electricians**—Bailey, E. H. **Sgts 1st Class**—Anson Frank C., Chafetz Samuel, Flanders, Harrison R., Goff, Grover C., Guthrie, Virgil A., Lutt, Ernest C., McPhail, Kenneth R., VerStregh, David T. **Sergeants**—Brenner, Jacob K., Connor, Michael, Delgrosso, Emil, Duncan, Harry G., Farr, Ford L., Graham, Arthur M., Holmes, John C., Jackson, Buzz B., Klein, Samson, Lavers, Newman T., Lawrence, Chutland, Moore, Glen J., McLain, Mancean F., Peterson, Wallace E., Powell, Clifford R., Rybolt, William G., Saur, Carl W., Sutton, John E. **Corporals**—Evans, Matthew, Foard, Leclercq P., Hammond, Samuel B., LaFrance, Orlo N., McElhea, Russell M., Moore, William E., Plasse, Elie R., Revette, Carl J. **Chauffeurs 1st Class**—Brasher, Malcolm H., Burke, Vincent G., Kuechel, Edwin P., Morse, William L., Talliesco, Frank, Udstad, Einer A., Wagner, John H. **Chauffeurs**—Ashwell, Leslie L., Bond, Joseph N., Clarke, Merle L., Fogg, Ernest L., Foley, John F., Geis, Walter A., Kreutzer, Clement J., McBride, William W., Mountford, John E., Nauwalk, Gilbert S., Plante, Arthur E., Sallabury, Elmer R. **Cooks**—Ashabran, Cyril L., Carter, John L., James, Enoch. **Privates 1st Class**—Bibcock, Henry E., Downey, James F., Patai, Guthrie J., Komm, Emil F., Nidle, John A., Oehrig, Joseph H., Queen, Louis Sitman, Harry D., Swift, Dan C., Taylor, Carl A., Turner, Zeb V., Weiss, Maurice E., Whitefield, Harold F., Whitney,

William R., Wickle, Richard H., Yates, Warner C., Zimmerly, Dwight S., Zimmerman Jesse. **Privates**—Anderson Alexander, Bailey, Robert V., Betts, Howard P., Biggs, George A., Blanchetti, Levi J., Brady, Joe P., Braswell, John E., Buck, Clifford G., Bynum, Luther E., Chaffin, Harry F., Conti, Joseph, Cramley, Herbert R., Danielson, Edwin T., Davis, Calvin D., Deal, Cecil G., Deuel, Walter S., Dixon, Louis N., Durham, H. C., Durham Willard P., Durkee, Ruel E., Dykman, George M., Earnst, Edwin P., Engfer, John C., Fischer, John J. H., Fuller, Earl C., Higgenbotham, William D., Hudson, Milton B., Johnson, John S., Kewlet, Roy E., Lanckston, Earl A., Lee, Henry C., Lee, Lon, Leeder, Richard, Leggett, Oscar W., Lescaillet, Joseph G., Lindsay, David T., Lindsay, Tant, Lindstrom, Eddie A., Lindstrom, Nels J., Lines, Joseph T., Litton, Edward J., Lock, Floyd P., Lowrey, Ollie C., Lunn, William R., Mackel, Sylvester C., Martin, Edwin C., Magnusson, Gus B., McClanan, Horace L., McConn, Rex, McGuire, Roy L., McLaughlin, James T., McLean, James O., Merriman, Mangel M., Michaels, John E., Miller, Charles H., Moran, John I., Hairy T., Morris, Sam W., Myers, Elisha, Newcomm, James M., Nix, Julius W., Nolan, Joseph E., O'Connor, Alfred J., Oltner, Jud E., Ornel, Lee O., Orill, Bertram C., Otter, Walter E., Owen, Dee B., Owen, Jim B., Pagitt, Joe P., Palmquist, Arthur, Patterson, Rowert, Patterson, Samuel L., Parsons, Ollie J., Patton, James E., Pease, Samuel K., Feter, Martin N., Polonski, Samuel, Reeves, Charles E., Safford, John L., Seng, Eugene A., Shubrick, Albert V., Soper, Earl J., Stoll, Frank S., Jr., Stolle, John E., Stubbfield, Lawton, Taylor, Francis L., Taylor, Joseph E., Weiler, Raymond H., Westfall, Raymond V., Williamson, Ernest G., Young, John E. **Attached Privates**—Pine, Charles T., Sims, Joe Frank.

#### OFFICERS

Wallis A. Fredericks 2nd Lieut. R. C. A. S. was assigned as Commanding Officer January 5, 1918. Here he remained till March 20th, being then assigned to 115 Aero Squadron.

Rowland M. Stovel 2nd Lieut. R. C. A. S. assigned to 178 Aero Sqdn on January 14th, 1918 as Adjutant. Relieved from 178 March 20, 1918.

Glen L. Voorhees 2nd Lieut. S. C. A. S. was assigned to 178 Sqdn January 14, 1918 as Mess Officer. Relieved February 16, 1918.

Glen L. Voorhees 2nd Lieut. S. C. A. S. was assigned to Aero Sqdn January 14, 1918. Relieved May 22, 1918.

Lambert J. Ott 2nd Lieut. R. C. A. S. Assigned to 178 Sqdn on April 1, 1918, as Adjutant. Relieved June 6, 1918.

Benjamin C. Young 2nd Lieut. R. C. A. S. Assigned to 178 Sqdn March 21, 1918, as Supply Officer. Relieved April 17, 1918.

Louis B. Kionig 1st Lieut. A. S. & C. Assigned to 178 Aero Sqdn May 24, 1918, as Commanding Officer. Relieved July 19, 1918, for over seas duty.

William H. Chime 2nd Lieut. R. C. A. S. Assigned to 178 Sqdn June 12, 1918, as Adjutant. Relieved September 2nd, 1918.

Edward W. Raley 1st Lieut. A. S. & C. Assigned as Commanding Officer July 9, 1918.

Leo G. Devaney 2nd Lieut. A. S. & C. Assigned to 178 Sqdn July 9, 1918, as Engineer Officer.



## SQUADRON "E"—EVER ENERGETIC

Exceeding the speed limit in achievements

**E**NTERING military life at Kelly Field together on December 14, 1917, in one tent line of the Old First Training Brigade, we were given the incorporate title of the 186th Aero Squadron. And when the first reveille was sounded by the squadron bugler, and the first roll was called, there were very few of us who were not still having rather pleasant and not too distant recollections of the time when we were wearing clothing other than U. D. G. I., and when we held jobs that we could quit when we wished. We were an organization of rookies, just as all soldiers are at the beginning of their career. We were not only rookies, but green ones, for a soldier is a green rookie as long as he sings at odd moments, either to himself or to his companions, that little ditty that some four million of us have sung, at some time or other during the past two years:

"You are in the army now,  
And not behind the plow, etc."

The Kelly Field Personnel machine was at that time turning out Aero Squadrons at a rate that might well have alarmed our Imperial enemy. As a rule these squadrons were hastily, though efficiently organized, and prepared for immediate transportation overseas, the units receiving even their preliminary training there. Of course it was the ambition of each of us to get over at once, and for a while, it looked as if our ambitions might be realized. Lieutenant Art V. Wortman was our Squadron Commander. He was as eager as any of us to leave old Kelly Field, and get across, and surely did his best to have our name inscribed on the priority list.

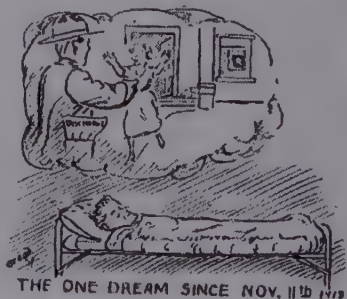
Our spirits were as high as could be expected, when it was considered that the straw for our beds was as yet only a promise, and our cooks had trade tested as clerks, blacksmiths and all else but cooks. However, to tell how we happened to have such a conglomerate culinary department would hardly be betraying any military secrets, especially if told at this late date. Last December, we were really just getting our sleeves rolled up to fight, and General Crowder had not as yet completed for publication his later famous "Work or Fight" order. As a result some of the aero squadrons organized at Kelly Field, and prob-

ably at other fields, were for a while without those most necessary members, cooks, and as a consequence, at meal time were S. O. L. (Sure out of luck). (Inserted for the information of the censor).

Our morale, as the "Y" man would say, was weathering all this just fine, though, and we would have come through entirely unscathed, had not orders then come thru for us to move to Kelly 2, as it was then called. Moving to Kelly 2, when the departure station was at Kelly 1, was a pill that no erstwhile denizen of the First Training Brigade could swallow without a grimace, as the transfer undoubtedly meant, or we at least thought it did, for the duration of the war.

That was our Christmas present. We completed our removal to the Flying Department on December 24th. It was rare luck that we got a Christmas dinner at all the next day, as we had not yet been issued provisions, and for the time we were sponging on our neighbors. Mess Sergeant Walker was equal to it, however, and made a night expedition to our former habitat, obtaining the necessary ration of "bird."

After that we settled down. William Lever and Lester M. Strong were appointed Sergeant Major and 1st Sergeant respectively. Sergeant Roland O. Toews was in the supply department, and saw to it most diligently, as all good







## SQUADRON "E"

supply sergeants are supposed to do, that we got our extra blankets and woolen clothes just before Easter. This is not a reproach to Toews at all, because he was following what has since been discovered the traditional duty of supply sergeants.

It was February 28th, 1918, that Lieutenant Wortman left us to take charge of trade test work at Kelly No. 1. Lieutenant W. S. Crow, from "some wheach in Mississippi" succeeding him. Sergeant E. A. Johnson was appointed Sergeant Major, and remained as such in the organization until the latter part of April, when he left with Lieut. Crow and the 239th Aero Squadron.

It was July 22nd that we received orders that we were no longer the 180th Aero Squadron, but were henceforth to be known as the Kelly Field Squadron "E," which name we have tried to bear with honor to the present date, and will until the demobilization comes.

Squadron "E" has been well represented in both the social and athletic activities of the Post. The squadron hop, given at Turner Hall, on April 15th, will never be forgotten by such as attended. The cozy and homelike recreation room, which was fitted and furnished by the members of the squadron, has seen many a jolly party.

But our reminiscences over athletic and other feats must accommodate themselves to our allotted space in this volume. Our existence as a unit in the Army Air Service will soon be a thing of the past. The knowledge that our squadron and the efforts of its members have been small but necessary parts in the military machine that has so successfully decided the war, is our greatest reward, and we could ask for none better.

### ROSTER

**Master Electricians**—Enos, Charles A. **Sergeants 1st Class**—Blakeman, Durham H., Chatelain, Arthur B., Davidson, Frank, Noble, Cecil O., Fretwell, Donald, Fricke, Henry C., Gardner, George W., Head, Cashan P., Knight, Harold L., Layton, Peter N., Leon, Leo G., Murray, Halbert B., Pelke, Chester A., Sager, Frank N., Shay, Walter W., Schuck, Glenn W. **Sergeants**—August, Harvey R., Beseck, Joseph P., Blockwitz, Frank A., Bray, William H., Buchanan, James O., Catlett,

Clarence N., Denman, Bert G., Graybill, Clarence P., Holm, Alfred, Livingston, George W., McIlung, Albert E., Meier, Joseph W., Mosgrave, Merrill N., Larkin, William P., Royer, Russell E., Schnaf, Joseph P., Van Dyne, William A., Walker, Jesse C., Wilkinson, T. **Corporals**—Bryan, Paul N., Hanson, Harry, Helms, John J., Kirkpatrick, Frank E., Miller, Paul E., North, Sidney L., Reynolds, Harlan B., Tharp, Clifford E. **Chauffeurs 1st Class**—Grow, Jesse D., Huffman, Arthur W., Stearns, Ralph T., Stiedber, Paul K., Whitson, Cyrille R. **Chauffeurs**—Allen, Richard W., Batchelder, John A., Beale, Charles B., Carsten, Henry H., Davis, Arthur, Hayden, Stephen F., Isaacson, Howard, Junek, Frank Jr., Lillard, Joel T., Lucas, Earl H., Mitchell, James H., Nielsen, Lars C., Olsen, Kern M., Pels, Harry, Stukas, Earl M., Verhulst, Jules, White, Frank S. **Cooks**—Miller, Ben, Musser, Frank E., Parisse, Pasquale. **Privates 1st Class**—Butler, Ivan R., Clark, Michael A., Claston, Leroy M., Githier, Richard L., Garnick, Itas J., Gophard, Elmer, Marquis, Lylo, Miller, Jesse E., Neville, William G., Nolte, Lee H., Soldwedel, John C., Yarbrough, Landon D. **Privates**—Arel, Glenn R., Aultz, Lemuel L., Baird, Frank, Bart, Joe L., Berry, William E., Boyden, Clifton D., Braccwell, Charles E., Bronstad, Clarence S., Burgess, Willie R., Butler, Wilfred R., Clark, Virgil L., Eby, Harry D., Edwards, Edward H., Eilers, Bernard F., Eisler, Fred, Elliott, Chester B., Elliott, Ed C., Emel, Arthur C., Epperson, James E., Erger, George J., Erickson, Charles C., Erickson, Westley, Faucher, Thomas, Fackham, John F., Fiske, Eben W., Hallock, Charles C., Hardie, William G., Hodges, George R., Jackson, Sylvester G., Kinley, Daniel S., Koch, Frederick J. Jr., Laughlin, Charles H., Loggins, Jim W., Lust, Joseph, McComas, Charles L., McDonald, Albert J., McFaul, Harry J., Mall, William H., Mullard, William B., Moody, Irvan A., Muxworthy, Ferris T., Neuenesser, Walter C., Prater, Zeaddi V., Primeau, Theodore B., Quarles, Willie L., Ramsey, John F., Riam, Harold, Reed, Brice, Reinhard, Arthur J., Renick, Jarrett C., Rice, John L., Riggs, Arthur, Roberts, Henry H., Rogers, John M., Roicer, Charles D., Rothermel, Paul M., Russell, Robert E., Ryan, Pat, Rystad, George E., Surenac, Vaso, Schuelke, Gus O., Scott, Russell O., Shelburne, Sam A., Shipman, Stephen P., Sinaad, Sidney M., Skow, Henry C., Smith, Sam L., Stalling, Samuel F., Stockton, Wallie E., Sugarek, Lydumil E., Swann, Joe M., Tarrillion, Henry G., Taylor, Shirley G., Taylor, Tom E., Trimble, Charlie, Turner, Guy, Vigil, Victoriano M., Visantine, Thomas L., Vordenbaum, John H., Wagenfuhr, Emil F., Wagner, Loyd E., Wagner, Lisle O., Walker, Leland H., Wallace, Jesse, Webb, Hugh C., Wehrman, Joe M., Westberg, John L., White, Richard L., Wilmans, Edwin W., Woodall, Wylie H., Woodring, Britton L., Woolley, Gordon H.



## SQUADRON "F"—FIGHTING MEN OF THE AIR

Ours a call and a challenge to the spirit of adventure of young Americans. A chance for patriotic service in the greatest struggle humanity ever knew

**F**RANKLY, the history of a squadron at Kelly Field during the course of the World War must become a record of dates and changes, for the transfers of officers and men are continuous. However, in every organization there is a tie of human interest running through its entire life which must come to mean something in the life and experience of those who pass through it and those who pause again to read its record.

It was a hot Texas day that first brought into being the present organization "Squadron F." The morning of April 15, 1918, witnessed orders to the various Trade Lines of Kelly Field, 1st Training Brigade for men to comprise a service squadron. Hour after hour men gathered in under the big canvas in front of the organization office and here we caught the first glimpse and first impressions of those who were to be our comrades in the great part we were to play in "getting the Kaiser." There was at once apparent that kindred spirit which comes to all groups united for common and high purposes.

Speculation was running high as to just when we would leave Kelly Field, just when we would sail—some even prophesied the particular sector in France we would operate on. Withal it was a joyous assembly and the long

hours of waiting were not noticed, for at last, after months of K. P. and pick and shovel, we were assigned to a squadron, and would soon be at our special work in making a record that could not be beaten. Just before noon we were given our designation by the organization sergeant as follows: "This is the 235th Aero Service Squadron to be ordered out immediately; stick around close!" And at the retreat formation, the Commanding Officer first appeared, 1st Lieut. Alva W. Beckett.

Line 17 was our home for eighteen days—days filled with

many formations and much "standing up." Clothing and all other overseas equipment were supplied. The organization was rapidly rounded into shape and we were living in tense anticipation for orders which would tell the next move. On May 1st the orders came, but contrary to hope and speculation they were not for immediate shipment across seas, but rather across the fence to the Flying Department. This brought dismay. However, the move was reasoned out to mean that we were to receive the first part of our training here, which would insure a preferred place on the front when we did get "over there." With renewed hopes the men cheerfully went at the task of moving, and pitched tents in Kelly No. 2 on the straight road from the guard line and nearly opposite Hangar No. 3. This is the present location of the squadron. Most of the men were assigned at once to the Field and Hangar Division, and the new work directly with the ships and flying was interesting and important.

On June 6th the order came for the transfer of 235th Aero Squadron back to the 2nd Training Brigade, Kelly No. 1, for purpose of reconstruction. Surely our chance had come at last! About 40 men were transferred out, in most cases to be attached to the overseas detachment there about to sail. Lieut. G. B. Wallace had now joined us as Supply Officer and Lieut. Littlejohn was assigned as Adjutant. Sergeant Harold W. Hackett, formerly of the 243rd Aero Squadron was assigned as Supply Sergeant and with the assistance of Sergeant Charles A. Aaron brought the squadron supply department up to its present standard of efficiency. After ten days of waiting instructions with our depleted ranks we were ordered back to Kelly No. 2 and into the same line formerly occupied, which had been torn up and storm wrecked during the time we had been away. This seemed surely the irony of fate. July 1st brought some import-



Lieut. F. O. CARROLL,  
Commanding



Lieut. OTIS







## SQUADRON "F"

ant changes. Forty new men were transferred into the organization and under the new system of operation the 235th Aero Squadron was charged with the work on Primary Solo Stages A and B. There were twenty ships on these stages and they were cared for in Hangars 13, 14 and 15. A Flying Officer, Lieut. H. S. Kenyon was now assigned as Commanding Officer. Lieut. Beckett became Adjutant and Lieut. Littlejohn was relieved. Lieut. H. L. Kindred being assigned as Engineer Officer at this time. The new men assigned were some of the oldest and best men in the field. After all this seemed an advance in training for we now had a definite task as a Squadron.

After three months as 235th Aero Squadron our designation was changed to Kelly Field Squadron "F." This was the day of lowering spirits, both for the loss of our old name and for what the prosaic letter "F" seemed to portend. Rumor would have it that we were permanent on the field. True it is that men united in common purposes cling to common possessions, and so we regretted to see the old 235th Aero Squadron "go." It took some time to acquaint and reconcile ourselves to the new name, but "what's in a name?" and soon with records changed and adjustments made, things were normal again.

In athletics the squadron was represented by a good baseball team and the volley ball court and basket ball court at the end of the squadron street have only waited competition from other squadrons. A big feast on Thanksgiving Day which was the triumph of Sergeant Tuveson made the men quite forget that they were not at home in point of good things to eat. The outside mess hall was fittingly decorated and the meals served in courses. The Christmas banquet at Mess Hall 54 was a happy occasion for those remaining in camp. The music and activities of



Lieut. A. H. CHALK

the "colored band" on that occasion contributed much to a Merry Christmas. Gifts were presented to all the men and visitors. The New Year Dinner-Dance at the Gunter Hotel, San Antonio, showed the squadron at its best. It will ever be a memorable occasion.

With the transfer of all lettered squadrons on the field into the Flying School Detachment, November 18th, 1918, we lost the primacy of independence and the title words "Kelly Field" became a sub-division with Major Jacobs as Commanding Officer of the detachment. Lieut. Carroll still commanding the squadron. At this time the squadron's strength was increased by transfers from the 322nd and 121st Aero Squadrons from 150 to 172 men. Lieut. Cogan received his honorable discharge December 25th and Lieut. T. F. Otis became the Adjutant.

At all times we have had men enraged in nearly all the departments of the Flying Department, the greater number being in the Field and Hangar Division. After the adoption of the Gosport System the men of Squadron "F" were employed on Flight No. 2. M.S.E. Emmet Wood being the Flight Sergeant. Seven of our men are taking Flying instructions and doing solo work. Ten of the non-commissioned officers have the rating of Aviation Mechanician.

Such is a brief record of the work and play of Squadron "F" during the ten months of its life. It is not a spectacular or thrilling story. Rather is it a record of the service of young Americans who have learned the lesson that whether here or "over there" the paramount duty of a soldier is to obey. They were given a task, and did it well!

## ROSTER

**Master Electricians**—Bedony, Edward, Blevins, Hubert T., Hansen, Alfred F., McGuire, Albert W., Wood, Emmett. **Sergeants 1st Class**—Harris, Harold M., Holtzman, Albert H., Jacobs, Edward A., Nies, William B. **Sergeants**—Aaron, Charles A., Alexander, Dale E., Brummer, Orin L., Canty, Blase M., Carroll, Lavert M., Cloud, Calvin C., Cooley, Joseph J., Hackett, Harold W., Hagerstind, James M., Huls, Murrey S., Huxtable, Emory J., McSorley, William J., Ohlsmacher, Wilmer, Owens, Floyd T., Phillips, Orin E., Shaver, North C., Stevens, Charles A., Tuveson, Nets L., Wise, William L., Wylie, Louis S., Yeazel, David W. **Corporals**—Curry, William J., Darney, Stanley, Erickson, Charles H., Erickson, Frederick R., Jones, Harry, Wiseman, Arthur. **Chauffeurs 1st Class**—Campbell, John G., Johnson, Louis E., Langroder, Elmer H., Peterson, Carl W. **Chauffeurs**—Bird, Adiel C., Goldberg, Alexander, Hauber, Anthony C., Hedgecock, Helmer R., Hyatt, Russell S., Linhardt, John J., Marable, Samuel,

Oehsner, Richard W., Penhager, John M., Wood, Louis M. **Cooks**—Madz, El, Murderson, Rector, Walter A., Ryan, Specs A. **Privates 1st Class**—Ackerman, Eli, Hawker, Gordon E., Johnson, Harold S., Mosier, Arlett G., Palle, Jose de Ryan, Albert J., Silver, Barnett L., Smart, Charles S., Weberskuech, L. E. **Privates**—Alessandro, Berella, Ashley, Charles E., Baker, William E., Barkely, Noah P., Bishman, George F., Bodin, John, Boston, Donald D., Brown, Clarence W., Butler, Clifford W., Campbell, Harvey, Carison, Jack M., Cheloverch, Howard C., Clapp, Monford, Clark, Sidney R., Clark, Verne, Cole, Hamilton, Cone, Jerrie D., Cooks, John T., Copeland, Left D., Coulter, Abots, Cox, Millard N., Crocker, Robert B., Cronwell, Werthington, Danchorthy, William A., Davis, Henry I. B., DeLude, Philip L., Devlin, Thomas F., Dillingham, Harry C., Dolan, Charles H., Eden, Kenneth G., Evans, Aaron, Evans, Bruce S., Evans, Dudley T., Foley, Michael J., Ford, Robert J., Frost, Ernest E., Goodale, Frank, Grady, Calvin C., Higgins,

## SQUADRON "F"

### ROSTER

Maynard E., Grimes, Payton F., Gni, Harry L., Hess, Robert A., Jochum, Reuben L., Johnson, Charles B., Johnson, Victor R., Jones, George H., Jones, Udeh L., Jopling, Carl A., Kelley, Charles P., Kloeber, Harry E., Kosbir, Jacob, Krathman, Clarence A., Knoch, Rudolph, Kuhl, Arvid L., Lafferty, John E., Larsen, Ernest J., Lehnert, Frank M., Lucas, John J., Luchesi, Francis J., Ludolph, August P., McChaw, Allan H., McDonald, Lewis G., McNaughton, Thomas J., McNell, John E., Macdonald, Robert H., Major, Robert H., Manning, William L., Mark, William C., Maxwell, Elmer C., Miller, George W., Minogue, Joseph J., Nelson, Francis J., Neville, George, Nowson, Jay L., Nile, Everett, Noel, Jake P., Nofsinger, William, Nordquist, George W., Nutsch, Albert P., Oakes, Harry E., Ostlund, John A., Ott, George W., Pearson, Ora D., Pennington, Clarence A., Papadimos, Albert R., Porter, William O., Pounds, Aubrey G., Proper, Ralph, Pruess, John A., Quickenbush, Alexander, Quickenbush, David, Quinette, Arthur H., Quinten, Peter J., Redding, Raymond R., Reed, Elmer G., Reese, David C., Reynolds, John H., Rooks, Leroy C., Bourke, Lawrence P., Schilling, Phillip, Stiles, George A., Thorpe, Denzel, Tillery, Allen J., VanGundy, Ray L., Waldron, Thomas E., Warnock, Glenn R., Welsh, Leo J., Williams, Wilbur H., Young, George A.

### OFFICERS

First Lieut. Franklin O. Carroll—Commanding Officer entered University of Illinois September, 1912. Cadet in Infantry and Artillery first two years there. May, 1913,

enlisted in Troop B 1st Illinois Cavalry, National Guards and following year five months service on Mexican Border. On May 8th, 1917, entered 1st Officers Training Camp at Ft. Sheridan, Ill. July 22, 1917, was transferred on detached service to the Ground School at Urbana, Ill. August 15th, 1917, discharged from First Officers Training Camp and on same day enlisted in the Air Service, Signal B. C. graduated from Ground School September 8, 1917, and on September 24th reported to Kelly Field for flying instruction. Completed the R. M. A. course at Kelly Field December 22, 1917. Commissioned a 1st Lieut. in the A. S. Sig. B. C. January 24th, 1918. On October 16th assigned as commanding officer Flying School Detachment, Squadron F of Kelly Field.

Second Lieut. Albert H. Chalk, Supply and Mess Officer, entered Officers Training Camp at Leon Springs, Texas August 24, 1917, commissioned as 2nd Lieut. A. S. Sig. B. C. Nov. 27, 1917. September 1, 1918, returned to Kelly Field and assigned to Flying School Detachment, Squadron F.

Second Lieut. Thomas F. OHS, Adjutant, Company 1 56th Infantry Iowa National 1910-1912. Served in Signal Corps May, 1917 to September, 1917. Enlisted September 24th, 1917, at Columbus, Ohio, completed course of R. M. A. December 15, 1917. Flying instruction at Love Field Dallas, Texas. Called to active service as 2nd Lieut. Sig. B. C. A. S. April 20, 1918 (R. M. A. test April 12, 1918). Reported to Kelly Field, June 27, 1918, for special instruction. Assigned to Squadron F as Adjutant—present service.

## SQUADRON "G"—THE GAY LIVE WIRES

**G**IVING in this manner the brief history of Kelly Field Squadron "G," the writer endeavors to show the manner in which our days were spent in Kelly Field. We trust that in years to come it will be a source of pleasant recollection to such squadron-mates as read it and recall familiar faces and incidents.

On a typical Texas morning, April 20, 1918, 150 men were assembled at Division Headquarters from the different sections of the First Training Brigade to form what was thereafter to be known as the 243rd Aero Squadron. Lieut. L. L. Perrault, who had been assigned as Commanding Officer, took charge of the newly formed squadron and with the assistance of Lieut. Frank M. Fretwell, Supply Officer, marched us to the 2nd Training Brigade. Here we were ordered to Lines 50 and 52 and after being assigned to tents, given the necessary equipment to assure comfort for the night. After a hastily prepared meal, a general policing was ordered and the lines rapidly assumed the appearance of an old organization.

As a foundation for an efficient organization, the following appointments were made: Sgt. 1st Class Hamilton, "Top"; Sgt. Holgren, Sgt.-Major; Sgt. 1st Class Lusby, Duty Sergeant; Sgt. Nangle, Supply Sergeant; Sgt. Erskine, Drill Sergeant and Sergt. Roth, Mess Sergeant. Under the guidance of these men, the squadron soon gave the impression of being an organization of Regulars. Overseas equipment was hastily issued and rumors were rife concerning our early departure for an Embarkation Port. These rumors, however, were quickly dispelled, for on May 22nd we were ordered to Kelly No. 2 for training. Although our hope of an early departure from the Land of Dust and Cactus had been given a severe jolt, we still had hopes of realizing our ambition of "Immediate Service in France."

While thoughts of Overseas Service were still strong in our minds, a Squadron Fund was inaugurated which was liberally subscribed to by all members of the squadron. A handsome silk "Old Glory" and a squadron guidon were







### SQUADRON "G"

purchased which was to be used on our contemplated march down "Unter den Linden" with General Pershing leading.

On May 13, Lieut. Ellis G. Smith was assigned as Supply Officer and instantly won his way to the hearts of all. Lieut. Fretwell was then made Adjutant. On May 17th, a day which will be forever remembered by the members of this squadron the hopes of the squadron were blasted by an order placing us on guard. During three long, restless months, we "walked our post in a military manner, keeping always on the alert" for the day when we would be relieved and once more resume the pleasanter tasks of Special Duty. 'Twas then we came to the full realization of guard duty through a Texas summer.

Lieut. Perrault, our commanding officer, was ordered to report for duty elsewhere. Lieut. Fretwell then assumed command, ably assisted by Lieut. Smith. On July 22nd, the Squadron designation was changed from the 243rd Aero Squadron to Kelly Field Squadron "G."

After 82 days of gruelling guard duty, we were relieved and the event was fittingly celebrated by a squadron picnic at New Braunfels, 35 miles north of San Antonio. As Government trucks were not permitted to go more than twelve miles from camp on picnics, arrangements were made with a local carrier for trucks to transport the over-joyed soldiers to their destination. Arriving at Landa Park at 5 P. M., a rush was made for the swimming pool, while others occupied all the available telephone booths and sought out dancing partners for the day. The evening was spent in diversified entertainment and needless to say, was enjoyed by all. Some preferred hotels or bungalows in which to spend the night, rather than the park, there to be caressed by the affectionate mosquitoes.

The following day, a baseball team was organized which met the strong Squadron "H" team at the New Braunfels Ball Park, "G" winning by a wide margin. This impromptu team was later reorganized and represented Squadron "G" in all the games of the Flying Department League of which we were a member, tying another squadron for the championship, under the management of Corporal Walters.

After spending an exceedingly enjoyable day, we de-

parted for Kelly Field arriving at 11 P. M. All agreed to make the picnic a monthly affair. The following month saw us again at New Braunfels, this time to stay two days, over Labor Day. Too much cannot be said of the hospitality of the people of New Braunfels who made such keen enjoyment of these picnics possible. The acquaintances we formed while on these picnics will always remain dear to our memory. The cool weather, however, soon compelled us to abandon our trips to New Braunfels on monthly picnics.

On September 5th, Sergeant 1st Class Hamilton was transferred to the Central Officers Training Camp at Waco, Texas. The loss of our "Top" was a loss indeed but we realized what it meant to him and the best wishes of the squadron went with him.

Lieut. T. J. Capron was assigned to the squadron as Supply Officer on October 25th, filling the vacancy left by Lieut. Smith who was ordered away. On the eve of his departure, a banquet was given in his honor by the members of the squadron. On November 20th, Lieut. Fretwell was relieved

of the command of the squadron to devote his whole time to securing flying instruction. On the same date, Lieut. Frank M. Paul was assigned as commanding officer, and, by his practical qualities and sincerity, has won the admiration and loyal support of all. Lieuts. Henry B. Poindexter and Joseph R. Wilkinson, both competent wanderers of the air, were assigned to the squadron on December 4th as Mess and Supply Officers, respectively. Lieut. Capron was discharged from the service on December 28th to resume his business in Wayland, N. Y.

Thanksgiving Day was observed in the good old-fashioned way with Turkey and all the "fixins." Mess Sergeant Roth and his staff of competent cooks established a reputation for themselves by preparing a bounteous spread. Appropriate Menus were prepared which included a roster of all Officers and men of the Squadron and were distributed to all.

Christmas was a real holiday for most of the men as 75% of the enlisted strength of all organizations were granted from five to ten day furloughs, thus allowing most to reach their homes. Those whose homes were too far away to reach in the allotted time were amply taken care



Lieut. F. M. PAUL  
Commanding

## SQUADRON "G"

of by Mess Sergeant Robinson as far as the Christmas dinner was concerned. But as a substitute for Home it can't be done!

The influenza confined us to camp for six weeks after the 2nd of October. Many of the men contracted the disease and were placed in the Hospital. It is with deep regret that we mention here the loss of two of our fellow-soldiers: Cook Herman Tchola and Private Russell H. Eyre, both having contracted pneumonia following influenza. They were with the Squadron since its organization and as the Squadron is as one large family, their loss assumes the proportions of the loss of brother to each and every one of us.

On December 7th, we left the old line of tents which we had occupied for the last eight months and moved to the barracks formerly occupied by the 84th Aero Squadron. Although the advantages are many, nevertheless we miss the free and open life of the tents.

There are many incidents and phrases characteristic of Squadron "G" which could be mentioned here but they are too numerous to state and too well known to be forgotten. Then, too, "Ho-o-o, Hum!" the authors are about "loached out."

We now anxiously await the order for our demobilization when we will bid each other farewell and return to our happy homes and climb into our "Clydes." The friendships we have made while members of the "Texas Expeditionary Forces" will never be forgotten and our minds will often revert to the days spent in Kelly Field with the 243rd Aero Squadron, now known as Squadron "G."

### ROSTER

**Sergeants 1st Class**—Kiefer, William J., Luby, Gordon A. **Sergeants**—Bowers, Lancelot J., Erskine, Frank, Hall, Edwin L., Hissong, Harry, Holgren, Clifford G., Larkin, William B., McGuigan, Patrick, Nutz, Ralph T., Parker, Henry D., Pringle, Glen A., Roth, John S., Robinson, Leslie S., Schrack, Walter B. **Chauffeurs 1st Class**—Allen, Rees R., Lamb, Thomas W. **Chauffeurs**—Alcock, Herman C. D., Bolton, Newton H., Burt, Frank J., Dunn, Orville R., Eady, Francis E., Hallis, Roy M., Kunz, William J., Rogers, Frederick L., Schaumleffel, Arthur C., Taylor, Lloyd G., Williams, Curtis. **Corporals**—Ackerman, George F., Bowman, Hubert J., Brophy,

Thomas E., Cox, Henry B., Diekhute, Laverne W., Knippenkamp, Edwin H., Nesdham, Jack E., Pilman, June S., Walters, Leonard S. **Cooks**—Goruch, George, Keefer, Dub M., Prada, Martin. **Privates 1st Class**—Boyer, Daniel P., Buckler,



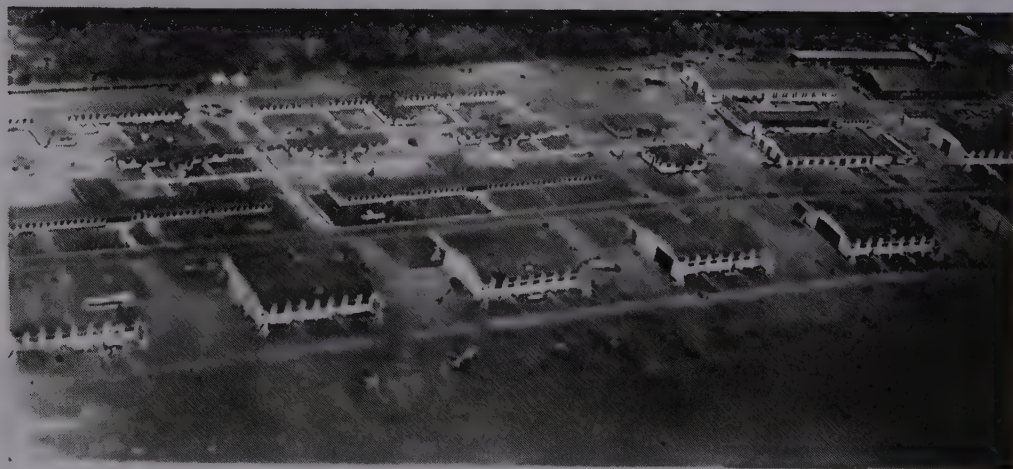
Lieut. J. A. WILKINSON



Lieut. H. B. POINDEXTER

Homer F., Campbell, Robert G., Divers, Stanley H., Eaton, Roy W., Hersch, Paul E., Johnson, John T., Leversedge, Frank, McDonald, John A., McWade, Frank A., Melinger, Charles H., Moran, Phel, Paxton, Edward E., Rodenro, Elvin O., Schjaastad, Theodore, Schlan, Norman S., Stockman, William J., Stoneburner, Joe, Swenck, Carl, Woodward, Erwin G., Woodworth, Everett R. **Privates**—Abbott, Jasper C., Adams, Madison B., Amundson, Chris, Anstiss, William G., Atkinson, Hovey C., Bailey, David, Ball, Young A., Bitolano, William F., Boss, Ray M., Bosarto, Edward E., Brandon, Bradford, Camp, Joseph E., Chaitin, Charles E., Crago, Arthur E., Dolin, Joseph E., Dumbacher, John L., Dyer, James

J., Fell, Francis A., Fieser, Paul H., Finn, Clement A., Flint, James E., Fleischer, Morris, Flesher, Fred, Florence, Frank H., Follett, Francis V., Fowler, James R., George, Benjamin F., Glenn, William L., Hacker, Floyd C., Harrison, Thomas B., Hatfield, Harold C., Hileman, Charles D., Hollenbach, Robert G., Hess, James V., Kurtzhal, Merle L., Land, William F., Lappala, August, Lee, Harry, Lester, Harold B., Lewis, Saxon A., Lewis, Walter A., Lindgren, Alfred C., Littlefield, Daniel J., McCall, Lon C., McCallan, Milard K., Meadows, Van G., Miller, Max A., Moody, James E., Muchlhead, August W., Oden, Tim B., Parker, Thomas E., Phillips, Hugh B. W., Putnam, Earle H., Rasmussen, Henry J., Randall, Harry, Reese, Frank M., Regan, Stephen J., Richards, Tesla F., Riley, Albert M., Robertson, William K., Robinson, Elmer L., Robinson, Frank P., Roth, William A., Rountree, Edith G., Rouse, Sam H., Saur, Bert O., Schectz, Frederick A., Schmidt, Emile L., Schmidt, Frank J., Schwyhart, Paul D., Seagraves, Graver, Short, Clarence A., Sloan, Frank S., Smith, Everett E., Smith, Lloyd, Smith, Ray A., Smuer, Walter A., Stalb, Edward C., Steffins, Oscar M., Stephenson, Samuel P., Sullivan, Edward F., Tanzer, John J., Taylor, Skilton, Tingley, Francis A., Vacca, Michael J., Varney, Edward W., Vaughn, Vernon J., Venable, Sterling P., Volght, William J., Ward, Jimmie H., Walters, James C., Webb, Joseph A., White, Erna H., Wilke, Edward, Wilson, Ford S., Young, Raymond J., Youngquist, Harm H.







## SQUADRON "H"—The History-Making, Happy, Home-Like Hustlers

Renamed twice, but constantly the same in Spirit and Achievement

**H**ISTORY repeats itself. On April 19, 1775, Paul Revere made his famous dash for the preservation of Liberty. April 19, 1918, or exactly one hundred and forty-three years later, Kelly Field became the possessor of a bouncing new squadron of 250 men, the 244th Aero Squadron, likewise to make a strike for the preservation of Liberty.

Humming and buzzing with activity as it was, very little disturbance was caused by the arrival of this new offspring, for although Kelly has been, since the time of its inception, a veritable beehive of industry, it has always maintained an air of tranquility, officially speaking, difficult to disturb.



Lieut. H. D. KROLL,  
Commanding

The Squadron's personnel originated largely with the old 5th, one of the pioneers of the Air Service and until April, '18 at Kelly Field. Furthermore, the 244th personnel embraced every department at Kelly and has continued as generally representative to this day.

This cosmopolitan aspect, without doubt unique among all the Field organizations, has given the 244th a distinctly democratic spirit.

The officers of the 244th at the time of its organization were: Commanding Officer, Lieut. H. D. Kroll; Adjutant, Lieut. O. B. Sauer; Supply Officer, Lieut. H. P. Furner.

For the first few months very few outside activities were encouraged because of the financial infancy and weakness of the Squadron fund. But on June 30, the 244th burst into the public limelight with a vengeance on the occasion of the first Kelly Field Squadron picnic. The affair, a huge success, was staged at Landa's Park, New Braunfels, some thirty-five miles distant, and the trip to and fro made in eight huge passenger busses. Leading the procession was the 1st Air Service Band, also of Kelly. Its ambitious and "peppy" strains awoke many a household unfortunate enough to be on the route and they were responsible for the near break-up of several muster

ceremonies at Camp Travis. Few will ever forget the effect the "jazzy" airs produced upon a colored organization standing at attention along the route that morning. It was a hot and dusty journey but the men were amply repaid on arrival with one of the most excellent picnic dinners ever prepared. Following this dinner, swimming and an athletic meet were enjoyed to the full. The crystal-like pool and the attractive park made the visitors forget the war and all its by-products, and when the recall for the return was sounded, hardly a man but what regretted to leave. The return trip was enlivened by a watermelon fight staged on the numerous trucks while in motion. Thus ended the first "big time" and the 244th then became known as the picnic and recreational outfit.

On July 17th an official order changed the name of the Squadron from the "244th Aero Squadron" to "Kelly Field Squadron H," but so little difference did this make in the maintenance and operation of the organization that the transition was accomplished almost without the knowledge of the men themselves. However, from that date on, the 244th ceased to be anything but a memory and in its place sprang Squadron H.

The first picnic at Landa's Park had served to whet an appetite for more of a like order and accordingly, another, to even out-do the first, was planned. This one took the form of a week-end picnic and was held August 3rd and 4th. Again the trip was made by bus and another wonderful time was had, the men leaving New Braunfels with a feeling of regret that their fun should be so short-lived.



The Old Tent



## SQUADRON "H"

Several meals, cooked in a field range brought along for the purpose, and rivaling the ones served on the former occasion, were prepared and it was a genuine "blowout" from start to finish. The men rolled into their blankets and slept under the skies and on or under the trucks. The two days were occupied as before--boating, bathing and dancing. A special dance was staged in the park the night of the first day in honor of the Squadron's second trip to New Braunfels for a picnic, and scores of girls from town attended, adding to make it an enjoyable affair. The citizens of the town had been treated to a parade and drill when the Squadron arrived on the morning of the 3rd and as a result it received a rousing send-off from the people when it left late on the evening of the 4th. Programs and menus were again given to the men, and these are still kept, along with those of the first picnic, in memory of two of the best outings ever enjoyed.

Along with other organizations on the Field, the summer of 1918 was given over to the Texas heat and the constant anticipation and hope of overseas assignment. Innumerable rumors of such transfer were born and buried on the same date, and frequently it was definitely assured us that we were headed for either Africa, or Russia, or France, or England or the Mexican Border. Although there were scattered cases of officers and men of the Squadron sent overseas, the approach of October and Fall found the unit still in the Lone Star State.

Upon the lifting of quarantine, or on November 11, 1918, the Kaiser celebrated in a fitting manner by signing the armistice. It was on that day that Barracks 33 trembled and was later deserted by its occupants, who went to town and helped show the natives how to fittingly celebrate the end of the world's

greatest struggle. And henceforth sprung a series of half-holidays and Squadron festivals that in some manner made up for the uncomfortable summer months.

The expressions "good eats" and "Squadron H" have been synonymous, but a rare treat was offered the members on Thanksgiving Day, when a dinner befitting a royal assembly was served in the mess hall. Mess Sergeant Drummond and his industrious assistants prepared this meal for several days and were well rewarded with the unanimous verdict that Hotel nor Home "over here" or "over there" served a better dinner. Many ladies were present and from soup to nuts and smokes and candy not one article was missing. Like all others, Squadron H had limitless gratitude to offer on this national holiday, and its celebration was quite appropriate.

November 18th saw another change in the unit's name, although not so great this time as before. "Kelly Field Squadron H" became "Kelly Field Flying School Detachment Squadron H," but owing to its lengthy name it has never been adopted by its members. Officialdom knows it as such,

but to the personnel it continues simply "Squadron H."

"H" firmly planted itself in the social structure of Kelly Field on December 6th, when it shared with its friends one of the most elaborate social and military affairs ever staged in the district. This time it was a mammoth banquet and dance at the most attractive hotel in town, and originality and individuality, coupled with the untiring efforts of a diligent committee, resulted in a glorious affair. The ball room was elaborately decorated with evergreen and model planes, and the tables formed a huge "H," the center of which contained a good sized fountain. A few short and snappy after-dinner talks were followed by a formal dance, which lasted until 1 a. m. Again



Lieut. C. LE PAGE



Lieut. REESE



Lieut. J. C. EWING



## SQUADRON "H"

the 1st Air Service Band contributed to the success of the affair with their music, as did also the Travis Quartette. For once the men enjoyed the sensation of being on the streets after 1 a. m., and it was a happy, high-spirited group that returned to Kelly that morning.

Christmas night, although many had taken advantage of furloughs offered over the holidays, another dance was held in the Squadron recreation hall, situated at one end of the mess building. At eleven a supper was served—a supper worthy of a Christmas celebration in every respect. In addition to this supper, fruits and nuts of all kinds were offered during the evening, the pool table in one end of the recreation hall being loaded with these goodies. The dance proved so delightful that it was continued until the wee small hours of the morning.

The officers and non-commissioned officers of the Squadron from the time of its inception to the present have been: *Commanding Officer*; Lieut. H. D. Kroll, who has served since the Squadron's organization. *Adjutant*; Lieut. O. B. Saner. *Lieut. L. D. Buhl*, *Lieut. C. B. Crawford*, *Supply Officer*; Lieut. H. P. Turner. *Personnel Officer*; Lieut. Jas. C. Ewing. *Mess Officer*; Lieut. Lewis R. P. Reese. *Barracks Officer*; Lieut. Clarence J. Wasson. The two last mentioned are flying officers. *Sergeant Wm. Paschal* officiated as *Top Sergeant* until July 20, 1918. *Sergeant-Major*; Henry B. Moore. *Louis D. Steiner*, *Seth D. Seely*, *Supply Sergeant*; Wheelock P. Chamberlain, *Wm. Wolfson*, *Mess Sergeant*; W. J. Adershold, *Wm. A. Drummond*, *Cooks*; Herbert E. Taylor, *Leonard Smith*, *Clark W. Tuttle*, *Joseph W. Walker*, *John Miller*, *Elia Pera*.

In the outfit is found much talent. *Walter H. Dunham*, accompanist of the Kelly Field Glee Club, as well as several other members of that organization were members of the Squadron. Also *Joseph S. Cavarretta*, pugilist. *Cavarretta* weighs 128 pounds and has made quite a reputation for himself and his Squadron in the Southern Department.

The Squadron has had a baseball team which, under the admirable pitching of *Corporal Curry*, won ten games out of fourteen played with other Squadrons on the Field. "H" has been the first Squadron at Kelly to establish its fraternity plan. All of its members have purchased these attractive Air Service "H" emblems, which will serve to keep alive, in years to come, ties of brotherhood formed in the cactus state.

The reputation of Squadron H has been a most enviable one. Especially in regard to the up-keep and cleanliness of its quarters may this be said, for it has been highly commended upon the occasion of several inspections by the Sanitary Officer. It has long been known as "The best Squadron on Kelly Field." Handsome curtains and draperies have been hung at every one of the windows in both barracks and mess hall, giving the quarters as much of a home-like appearance as possible. The recreation hall is carpeted, and a piano, victrola and pool table have been installed. There are also large, comfortable chairs and tables for reading and writing. And, finally, an esprit de corps has always been present, a condition due to the earnest efforts and high qualities of the *Sergeant-Major* and the *Mess* and *Supply Sergeants*.

Summarizing the life of Squadron H at Kelly Field, it is to be noted that few other organizations possess so many members who have thoroughly enjoyed Kelly and Texas in spite of the keen disappointment in not having gone overseas. Life here was by it made tolerable and pleasant. Its men have ever been alive to opportunities of diversion and have been the originators in many in-

stances. Its mess has always been recognized as the best, and its men, through their work and discipline, have helped much to raise Kelly Field efficiency to its present height.

And now that the war is over and the majority of its members are returning to their peace-time occupations, along with them go cherished memories of Squadron H Circle and barracks and Kelly, and of a year or more of happy, wholesome associations with a squadron of "good, old fellows"—one and all.

### ROSTER

**M. E.—Frey**, John H., Webb, Earl S.  
**Sergeants 1st Class**—Johnson, Harold M., Arbuzant, Louis W., Allen, Paul H., Sutton, John A., Rowe, Lyle W., Nardelli, Achille, Langston, Douglas R., Matelba, Leodour K.  
**Sergeants**—Walker, Lidenelby L., Price, Charles H., Shubach, David H., Keller, Harry J., Horner, Hugh Jr., Burns, Vincent A., Rudy, Whitney A., Mamursky, Mordecai M., Drummond, William A., Wolfson, William, Seely, Seth D., **Corporals**—Pys, Harold S., Steele, Charles O., Hasey, Charles A., Hersh, Martin S.  
**Chauffeurs 1st Class**—Howe, Donald H., Tripp, George E., Morgan, John L., Burrows, Edwin R.  
**Chauffeurs**—Hazer, Bernard R., Masland, Samuel, Shick, Charles C., Vriehe, Fred C., Butler, Joseph E., Coleman, Harold L., Utley, Milton L., Garner, Albert H., Watson, Fred E., Dorbad, George C., Rhoderick, George C. Jr., Morgan, Sidney, Sullivan, George P., Crowder, Mark J., Cavarretta, Joseph S.  
**Cooks**—Pera, Elia, Smith, Leonard, Taylor, Herbert E.  
**Tuttle**, Clark W., Walker, Joseph W., **Privates 1st Class**—Eicher, Raymond S., Fry, Prentice G., Hanson, Herman G., Hart, Clifford P., Marshall, Robert J., Seuffer, William C., Trautman, Harold C., Swandorf, Raymond, Shuler, Frank E., Travis, Wayne M., Walkenhorst, August H., Waller, Andrew J., Whitson, Theodore D., Williams, Howard O., **Privates**—Achning, Ralph G., Ablyn, James M., Allen, Ernest W., Allen, James P., Albert, Abe E., Alsop, Malcolm L., Alstad, Emanuel R., Anderson, George E., Anderson, George E., Anderson, Oscar J., Anderson, Roland E., Anderson, William M., Andrews, Joseph H., Arnot, Ersel O., Baker, Robert J., Balinger, DeWitt N., Baskall, Albert J., Bealmar, Beverly B., Baumgard, George, Beckman, Adolph, Barnes, Earl, Beckett, William D., Bell, Harry R., Benner, James L., Bird, Willis S., Biscoff, Raymond L., Dishy, John H., Blackmer, Francis L., Hood, Chester N., Bodley, Ralph P., Bouchard, George H., Bowman, Harry M., Boyd, Louis M., Braunsdorf, Harry F., Burns, John J., Cella, John P., Chamberlain, Wheelock P., Couch, Wayne C., Cross, Raymond G., Cunningham, Herbert, Daly, William B., Feeley, Frank, Ford, Wallace C., Freedman, Peter A., Jones, Howard L., Jones, William R., Lelley, Rollin, Lloyd, Elmer F., Lowery, Albert W., McDonnell, Paul F., McEntee, Michael L., Meshley, Frank M., Martin, Samuel J., Mattison, Joseph C., Mehard, Joseph E., Miller, Earl M., Miller, John A., Mitchell, Roy E., Mohr, Harry E., Mohr, Elmer W., Monson, Henry, Moon, William E., Moore, Benjamin, Moore, Henry G., Muller, Edward F., Myers, George F., Myers, Philip, Nelson, Fred, Olson, Clifton P., Osterhout, Willard F., Penn, Clifford, Quigley, Edward J., Richardson, Thomas G., Rodgers, Sterling T., Rowley, Herbert G., Snyder, Leslie T., Stember, Paul E., Stockton, Marion E., Streeter, Merle, Strom, Clarence W., Tammiler, Ross A., Thompson, Warren D., Triplett, Orville A., Valentine, Lawrence F., Van Wees, Arnold, Weber, William, Varus, Howard V., Zimmerman, Ralph G., **Former Attached men**—Adershold, Wallace Jones, Bourke, William A., Bowen, Bertram E., Bruecker, John, Carroll, John E., Cella, John Paul, Collins, Ernest, Walter, Curry, Walter, Waymon, Cost, Lewis Davis, Drouin, William Joseph, Faraday, John Herbert, Fram, William H., Froehde, Bertram E., Lewis, William E., McClain, Charles F., Wiggins, Platt K., Whiston, Thomas Boyle.

### SQUADRON OFFICERS

Lieut. H. D. Kroll enlisted in the Air Service December, 1917. He served his military training at the G. I. T. S., Kelly Field, Texas, and the School of Military Aeronautics, Columbus, Ohio. He was commissioned March 15, 1918, and assigned to Squadron "H" May 2nd, 1918. His home is in Dorchester, Mass.

Lieut. H. P. Turner was graduated from Cameron Agricultural College in 1912, and Oklahoma A. & M., 1915. Home address, Lawton, Oklahoma.

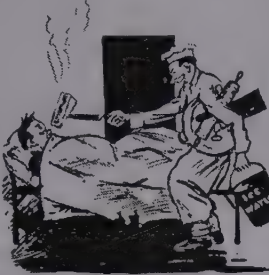
Lieut. Charles B. Crawford is a graduate of the University of Michigan with B. A. degree. He attended School of Military Aeronautics at Columbus, Ohio, from March to May, 1918. Home address, Lincoln, Ill.

Lieut. Clarence J. Le Page, Commissioned 2nd Lieut. April 11, 1912; 1st Lieut. April 5, 1917. Graduated School of Military Aeronautics, University of Texas, Austin, Texas, June 15, 1917. Qualified as Reserve Military Aviator December 4, 1918.

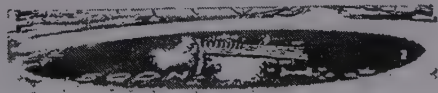
### IN MEMORIAM

Tho' in Domestic Service theirs was the supreme sacrifice

George D. Adams, Oct. 24, 1918  
Benjamin Moore, Dec. 14, 1918 George Fraser Myers, Dec. 17, 1918



Morning of Picnic



## SQUADRON "I"—The Industrious Indoor Aviators

**I**N ONE DAY, a squadron may undergo radical and most startling changes. The transition in reality may cover a period of months, but to those who have lived in the midst of it, the reality comes with a sense of shock and comes only at some time when for some reason it is desired to enumerate, in chronological order, the various events which went to effect the change.



Lieut. E. McDONALD  
Commanding

The 245th Aero Squadron, created by virtue of Special Order No. 23, on April 23, 1918, was organized primarily with the idea that it was to be a Headquarters Squadron. A canvas was made of the various squadrons at that time on this field and even Kelly Number One's manpower was drawn on in the endeavor to gather and assemble in one organization the necessary specialists of as high a grade as possible to carry on the Headquarters work. The men working in Flying Department Headquarters, the Office of the Officer in Charge of Fly-

ing and the Office of the Engineer Officer, at that time, were transferred to the 245th Aero Squadron which was then ready, with the thirty-three men so assigned, to start upon its career. The little group, under the supervision of Lieutenant Charles E. Allen and Sergeant 1st Class Edward M. Britt, was installed in Barracks No. 75, situated opposite the Kelly Field No. 2 Water Tank and at the extreme Western End of the road running outside the field's barbed-wire fence. Up to and including the months of June and July, 1918, every man, excepting the well-known cooks and K. P.s in the squadron, was assigned to some Special Duty and the 245th was supplying Headquarters with its Sergeant Major, M. S. E. Thomas Keenan, and most of its clerical force, to say nothing of the office of the Officer in Charge of Flying and Engineer Office,

both of which were manned almost exclusively by Special Duty men from the 245th.

Under the administration of Lieut. Wagner, Sergeant Major Fred Valle and Sergeant Edward M. Britt were of great assistance in making the Army life of the men in the squadron a pleasant one. Numerous picnics, dances and dinners were arranged and on one occasion the whole squadron "Trucked" to New Braunfels and revelled in an aquatic meet. The Fourth of July Dinner and Dance and the Victory House Warming were affairs that to do them justice an article would have to be devoted solely to their description. As to Athletics the 245th unquestionably won the Baseball Championship of Kelly Field No. 2 by defeating the 180th, the 235th, the 2nd, and on default, the 213rd, thus having never been defeated and having met most of the squadrons and returned victorious. This claim cannot be disputed.

July 20, 1918, the "Powers that Be" decreed that Flying Department Squadrons should be lettered instead of numbered and the 245th became Kelly Field Squadron "I." In reality just a change of name, but the old 245th no longer existed. Kelly Field Squadron "I," with a personnel encompassing the innumerable trade tests of which only an Aero Squadron can boast, was occupying Barracks No. 75 with the old 245th's Officers and most of its men, but here was transition in reality. Transition readily recognized by the squadron's so-to-speak, "Charter-Members."

During this time the squadron had the usual procession of Supply Officers and Adjutants, Lieut. Caminetti, Lieut. McHale, Lieut. Streeter, Lieut. Reimann and Lieut. Poste. Lieutenant Earl McDonald, an R. M. A., is now Commanding Officer. Sergeant Major Archibald L. Conklin now officiates in Fred Valle's capacity and Sgt. Edward M. Britt still blows his whistle at 5:30 each and every morning, (SUNDAY excepted).

It is fitting at this time to devote a small bit of space to a few individuals—merely enlisted men, one of whom at least is deserving of more "pica" than can be devoted







### SQUADRON "I"

to him in this history. Referring specifically to Theophile-Jean Mathieu, French Patriot, Poilu, Airman, Ace: arriving in this country with whatever the French equivalent for our S. C. D. may be, no longer able to be a soldier, but still very much of a patriot, he finally arrived in Kelly Field No. 2 and putting his twenty-seven months of experience as a French Flier to the best possible use, became a civilian instructor in Aeronautics and Airplane Engines at the modest salary of \$350.00 per month. After serving for some time as civilian in charge of Airplane Repair at this field, erstwhile Lieut. Theophile-Jean Mathieu of the French Air Service, having recovered his health, resigned his position as civilian instructor for the title of "BUCK PRIVATE" U. S. A., salary, \$30.00 per month, less its many, many deductions. Private Mathieu would doubtless have soon been Lieut. Mathieu had not the Boche practically capitulated and the Armistice been signed, which in his case as in many others, prevented deserving recognition of service. There have been other such deserving men. Each man, it can be safely said, has at least tried to try to do his best.

Kelly Field Squadron "I" is no longer, for all squadrons have become one Unit known as the Flying School Detachment. Flying School Detachment Squadron "I" is simply a subterfuge to prevent entire loss of identity. The old organization endeavoring to cling to its existence before demobilization destroys even this fiction when each man, chameleon-like will revert to a number as in bygone Rookie Days for the last change—HOME.

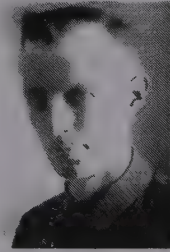
#### ROSTER

**Sergeant Major**—A. L. Crnklin.  
**"Top" Sergeant**—E. M. Britt.  
**Supply Sergeant**—Lloyd T. Nelson.  
**Mess Sergeant**—William Schoncker.  
**Master Electricians**—Keenan, Thomas, Potter, Sylvanus D. Whitney, Charles C.  
**Sergeants 1st Class**—Bischoff, Kenneth P. Buck, Robert, Casaday, Henry A. Simons, Crayton M. Stribling,

John H. Thompson, Earl R. Wise, Mervin L. York, William E.  
**Sergeants**—Darnes, Warren C., Barry, Ralph M., Denton, Milton A., King, Burgess B., McCollough, Elkana S., Rowell, Fred B., Borland, Robert E., Huck, William, Matos, Cress E., Mullan, Edward H., Pieper, John C., Sandman, Victor E., Skinner, Howard K., Stauffer, Willard L.  
**Corporals**—Foster, Leslie J., Gany, William, Linnroth, Leslie G., Mettellen, George G., Myers, Willard G., Nickell, Edward C., Rothenboefer, Glen L.  
**Chauffeurs 1st Class**—Hubbard, Albert G., Koens, Robert L., McKee, Clarence W., Mullikin, Paul R., Pardoe, Kelvin M., Price, Jay W., Seese, David R., Stedman, Alfred J.  
**Chauffeurs**—Abbott, Chester W., Craig, John R., Drake, Chaire O., Nelson, Anthony W., Porter, Julian N., Ratcliff, Henry H., Richardson, Maceo M., Simons, Robert W., Strauss, Curtis L., Sullivan, Howard F., Weld, Arthur C. H., Wright, C. B., Zerke, Claude.  
**Cooks**—Neuman, Samuel, Johnston, James H., Schmitz, Frank J., Shannon, Frank E.  
**Privates 1st Class**—Bates, Howard S., Boyle, Roy, Doherty, Thomas P., Doty, Charles M. J., Johnson, Charles K., Johnson, Claude W., McCann, Francis J., Mattman, Napollon, Miller, Alfred R., Shook, Philip M., Sparkman, Hudson S., Newcomb, Carl H., Sokell, Chester H., Stevens, Elwood A., Wain, Leonard, Wade, Samuel, Wagenlander, Edward.  
**Privates**—Bacon, Andrew, Bagnell, Andrew, Breckenridge, Harold E., Bravard, Robert J., Brice, Lewis B., Brickley, Ernest M., Brockman, Merrill J., Brown, August V., Buckingham, James H., Buckles, Victor, Eichen, Frederick H., Burns, John C., Burt, Noel A., Byers, William F., Caldwell, Grover C., Caldwell, Paul C., Chisholm, Fred, Campbell, Arthur A., Campbell, Ralph H., Canter, Wade, Dick, Carel, Leo W., Caxson, Edward T., Cavender, Joseph M., Chapin, Dexton G., Charlson, Harold E., Chekel, Julius J., Clawson, Warren, Coles, Nick S., Connolly, Earl A., Cornwell, Frederick J. Jr., Craven, Arthur L., Galosse, Loren, E., Galloway, John E., Garney, Edward T., Garrard, Leonard R., Gibson, Rolla W., Glenn, Carl H., Golden, David E., Golden, Frank F., Gosorn, Lloyd R., Gram, Harold, Hager, Chester T., Hahn, Howard G., Hall, Leslie E., Hatten, Merrill, Harper, Omar, Hayes, Freeman J., Hess, Raymond F., Hilstrom, Benjamin, Holz, Joseph E., Hullert, James P., Johnson, John A., Lockwood, Francis, Luckett, Edward H., Livingston, Paul A., Mackay, Sam, Edmo, McMillin, Elmer V., McNiven, Daniel, Marz, Elsie, E. Jr., Maltz, Roger L., Matthews, Andrew L., McGover, George M., Nelson, William H., Newton, James I., Nux, George P., Quillet, Joseph L., Quinn, Henry J., Rayburn, Charles A., Reed, C. E. A., Rose, Ernest C., Sullivan, Paul H., Swan, James S., Taylor, Walter E., Vuitzes, Stephen C., Van Tassel, Emory R., Vogel, Andrew, Weber, Elmer, Weissgerber, Rudolph A., Wheatley, Claude C., Wilson, George S., Wise, Glenn V., Wood, Joseph A., Woolf, Walter H., Wundworth, Ernest, Jr., Zwimer, Oscar.



Mr. T. J. MATHIEU



M. S. E., T. KEENAN



### SQUADRON "K"—The Khaki Care-Free

**I**N AUGUST 16th, 1917 this squadron formed in Kelly No. 1 as the 110th Aero Repair Squadron with Lieut. Wilson as Squadron Commander and Lieut. Bagnell as Engineer Officer in command. It was composed of men from various branches of the service and newly enlisted men anxious to see active service in France. Known as the Base Machine Shop Squadron, embracing the entire personnel of the Engineering Department at that time, it had control over the Machine Shop, Foundry, Heat Treatment, Woodworking Shop, Welding Shop, Magneto Department, Tin Shop, Motor Shop, Erecting and Repair Division and the Testing Department. Due to lack of material and equipment, the work of repairing ships and motors taxed the ingenuity of all concerned to the utmost, and it was only thru the exceptional ability of the men and officers of the squadron that the repair work was accomplished.

On Sunday, October 18th, 1917, the entire squadron and equipment was transferred to the Flying Department, Kelly Field No. 2, forming the nucleus from which the present extensive system has grown. This system has been widely copied throughout the other Aviation Fields in the country.

On February 1st, 1918, the name of the squadron was changed to the 801th Aero Repair Squadron, and Lieut. Higgins was assigned as Commanding Officer and many of our men were transferred to other fields to introduce the system which has been perfected here.

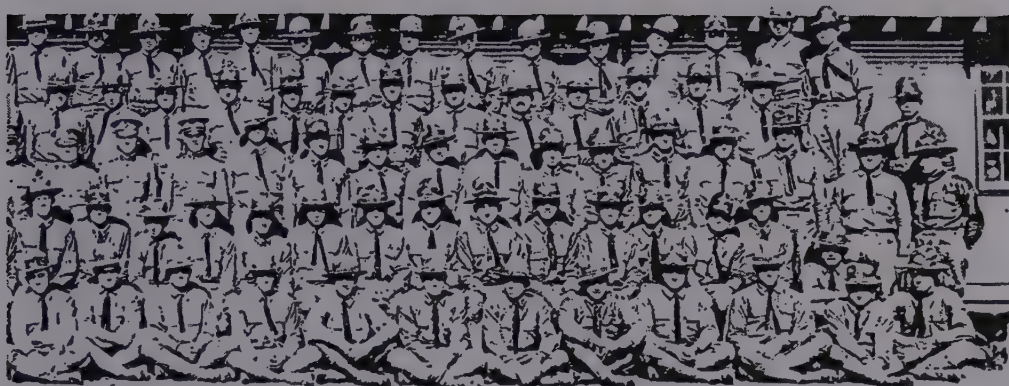
About the 1st of April Lieut. Higgins was relieved and Lieut. McAbill was assigned as Commanding Officer, only to be succeeded by Lieut. Landes with Lieut. Silberberg as Adjutant and Lieut. McCoy as Supply Officer. During the dual assignment of Lieut. Landes, who, besides being the Squadron Commander, was assistant Detail Officer of the Flying Department, Lieut. Silberberg assumed the duties of the Commanding Officer, and it was thru his efforts that Squadron "K" was the first squadron on the field to have their Recreation Room decorated and equipped in an elaborate way.

The furniture of the room is mission, designed and



Squadron "K" Officers





## SQUADRON "K"

made by the men of the Squadron who are on duty in the Woodworking Department and the lighting scheme installed by another member of the Squadron. The furnishings include a piano, victrola, pool table, card tables, writing tables, library and various other equipment for the benefit and comfort of the men. The room is attractively decorated, and the soft light from the Japanese lanterns gives a warm and homelike atmosphere. Many happy hours were spent here during spare time. Remarks were splashed as freely as a big dog splashes water in a puddle too small for him.

In the latter part of September, 1918, the Squadron was greatly depleted in strength by the sending out of a great number of men to Gerstner Field, La., to organize the Engineering Department there, and to bring the Squadron back to its authorized strength, a detachment of men was transferred here from the Mechanics School at Austin, Texas, to obtain practical experience from the older men in the organization. Shortly after this Lieut. McCoy was assigned as Supply Officer of the Cadet Wing.

After the Armistice had been signed, Lieuts. Landes and Silberberg both secured an honorable discharge from the service, and Lieut. Burton, one of the most widely known Flying Instructors on the field, was put in command; Lieut. Murray being assigned as Adjutant, and Lieut. Lloyd, Supply Officer.

The Headquarters Inspections have given Squadron "K" one of the best records on the Field.

The men of the Squadron look forward with regret and pride to the day the demobilization machinery disbands this highly efficient organization; regret for the parting of friends and comrades, and pride in knowing the self-sacrifice they made in training fliers to go overseas, forming as they did the back-bone of the men who helped complete the job "over there."

### ROSTER

**Master Electricians**—McMurry, Earl, Smith, Harrison A.  
**Sergeants 1st Class**—Hemmerger, William W., Hudson, Floyd E., Jennings, Isaac B., Lynch, Thomas, Michaels, Frank, Moody, Dwight, O'Gara, James J. **Sergeants**—Blink, Winfield B., Bowling, William A., Casebolt, Bernard, Christensen,

Axel G., Charlton, Bert, Comstock, Wilbur R., Davis, Aubrey E., Donlon, William A., Patkin, James, Fraser, Andrew B., Futch, Clarence W., Green, James H., Howard, James W., Hume, Royal D., Lehniger, Harry, Lytle, Lester L., Morris, Roy, Mutschler, Albert J., Russell, Henry A., Shaeffer, Albert E., Shapeman, Charles, Souza, Eli A., Stewart, Marvin D., Veazey, Whitener, Henry E. **Corporals**—Decker, William F., Brunson, Clarence L., Christensen, Herman, Cape, Fred, Crandall, Glenn N., Driesler, Benjamin F. V., Gage, Raymond W., Grimshaw, William T., Hadley, Roy C., Hauber, Rudolph C., Helnecke, Gustav W., Johnson, Elmer E., Jones, William T., Kinney, Ralph, Kolb, George W., Kolka, John J., Lloyd, Homer L., Maher, Herbert P., Parsons, Richard, Rudy, George O., Savage, James J., Schroeder, David, Shelban, Abraham, Warren, Claude L. **Chauffeurs 1st Class**—Hamann, Wesley H. **Chauffeurs**—Barendregt, Jacob, Cooley, Frank D., Ellsworth, Estel, Hurd, Ernest S., Keas, Harry W., Kreitz, Jay J., Mason, Millard J., Parr, Harold S., Randel, Tib, Vanover, William L. **Cooks**—Earley, Elmer M., Ruff, Raymond C., Vujovich, Stanley. **Privates 1st Class**—Cross, Raymond S., Gillsi, Antonio, Gubey, Calvin T., Holton, Arthur F., Pearson, Philip E., Sturgeon, John G. **Privates**—Abendschein, E. H., Aitken, William H., Altman, Adolph V., Baker, Ralph, Bernstein, Charles F., Bothner, Richard H., Bufflap, Carl A., Cook, Francis M. Jr., Cunningham, Ellwood F., Dawley, Floyd L., Dixon, Carl W., Downes, Robert W., Downey, William P., Fusken, Roy F., Ferraro, Carlo, Fertiz, Abraham F., Fields, Mathew J., Finnigan, Arthur L., Fisher, Ben. C., Fisher, Fay J., Fox, Thomas A., Erleben, Alvin E., Fuller, Ernest L., Geo, Harold M., George, Edward, Geronzi, Hogop, Goodspeed, Harry F., Haller, Joseph A., Hanna, Elmer E., Howard, Charles H., Hudson, John W., Hudson, William, Hurd, Enos A., Hutchinson, Joseph A., Irvine, George A., Jacks, French, Jackson, Ovs G., Jaderburg, Arvid T., Jones, Harry W., Jewett, Edward F., Johns, Bennet O., Johnson, Charles L., Johnson, Foster F., Johnson, Ivar A., Johnson, Wilfred M., Johnson, Raymond M., Jones, Horace B., Jordan, Elmer B., Keeney, Ralph H., Kellen, William F., Kellner, Gus G., Kelly, Raymond B., Kemnitz, Albert A., King, Ralph A. J., Kickpatrick, George A., Kinnaird, Theo A., Klenk, Charles J., Klenk, Harry G., Kline, Glenn A., Koblhorst, Lloyd W., Kollaja, Leo, Lindholm, Alfred L., Lussenden, John J., Marino, Rosario, Martin, Marlon E., Martin, Roger J., Miller, George A., Moreland, Max L., Naetzel, Charles F., Novomlinsky, Jake, O'Brien, Patrick N., Pfaff, Henry G., Pritsch, Clyde D., Richards, Ralph R., Samuel, John P., Schlossman, James, Showers, George D., Smith, Merle R., Stringham, Walter G., Teal, Joseph L., Testa, Anios, Velen, Christian D., Wood, Leroy R., Woods, Charles J.



## AERO SQUADRON 84

**T**HE 8th Aero Squadron, whose service dates back to the baby days of Kelly Field, has had a long and varied existence. In August, 1917, the squadron, under command of Major John P. Edgerly, was organized and composed mostly of "doughboy Non Coms" from the Regular Army Infantry School at Brownsville, Texas. The Aviation Section was in its infancy at that time, and one of the big problems to contend with was the securing of efficient men with sufficient military training and leadership to take care of and train the great influx of recruits arriving at the field daily. The duty of the 8th men was to organize into squadrons a certain number of men with certain classes of training. When a squadron was thus organized, it was then the duty of the "Non Coms" to start the new men on their military career. Feeding and giving shelter to the new men was a big problem in itself, and many a "Non Com" had to dig and fight to keep his men properly fed.

The field was in quite a state of disorder at that time. Scarcely any system had been devised, and to bring order and discipline out of a state of comparative chaos was quite a job. Men just out of civil life found it hard to buckle down to discipline, but with constant drilling and exercise, they soon found that to be a good soldier one must obey. Keen competition then arose as to who had the best squadron, and the morale of the men was always at high pitch. When taken into consideration that very few commissioned officers were on the field at that time with about 18,000 men, it can readily be seen that the "doughboy Non Coms" of the 8th had a rough time of it.

Lieut. Harvey Buck and Sergeant Harvey Bruhy, who were later killed in an airplane accident, were among the early members of the 8th. Capt. Harry Secord and Lieut. John Brown, old time Sergeants Major of the 8th, are also among those given direct commissions for their faithful work on Kelly Field. Later, when enlisted men were being accepted as candidates for commissions, the squadron was turned into a clearing house for future officers on both flying and non-flying status. It was there that the embryo officers were put through their initial course of training to acquaint them with the responsibilities of military life and fit them to become good leaders.

At one time the squadron consisted of six hundred and six men, most of whom were awaiting assignment to flying schools. Records have been kept of every man that went through the squadron, and notations made on his record card. If he was commissioned, it was so noted. If he failed at ground school and was returned to the ranks, that entry was also made on his card. Approximately of a thousand men that received their first training in the 8th Squadron, twenty-five per cent finished their training as flyers, bombers and observers; twenty-five per

cent were sent to schools for Ground Officers; five per cent were given miscellaneous commissions direct; twenty-five per cent were sent to Infantry officers' schools, and twenty per cent to artillery schools. Of the total number of the men sent to schools, approximately two per cent were returned to the ranks for failure in studies.

Later, Major Edgerly was assigned to other duties on the field, and still later sent to France with an Air Service Detachment. Many of the old members of the 8th will remember him for his noble efforts in their behalf. He was a strict disciplinarian but a good soldier, and a good and just "daddy" to the best squadron on the field. It was due to his efforts that the higher officers on the field took an interest in the squadron, and proud indeed was he who called himself one of the "8th."

When the Second Liberty Loan campaign started, a keen rivalry sprang up between Camp Travis and Kelly Field. Although the Infantry Camp had a larger number of men, Kelly Field leaped far in advance in subscriptions, and to insure a factor of safety so that the Field would stay in the lead, one member of the 8th, Louis A. Ripley, a New York Banker, gave General Ruckman, who was at the Field on Liberty Loan day a check for \$30,000.00 worth of bonds.

Such deeds as these, coupled with the general morale of the men, have made Kelly Field famous the world over. Many fliers who learned their first "squads right" in the 8th, have written back from France, telling of their successes over the German lines. Although their training was strict and severe, they will always remember with fondness their early soldier days at Kelly.

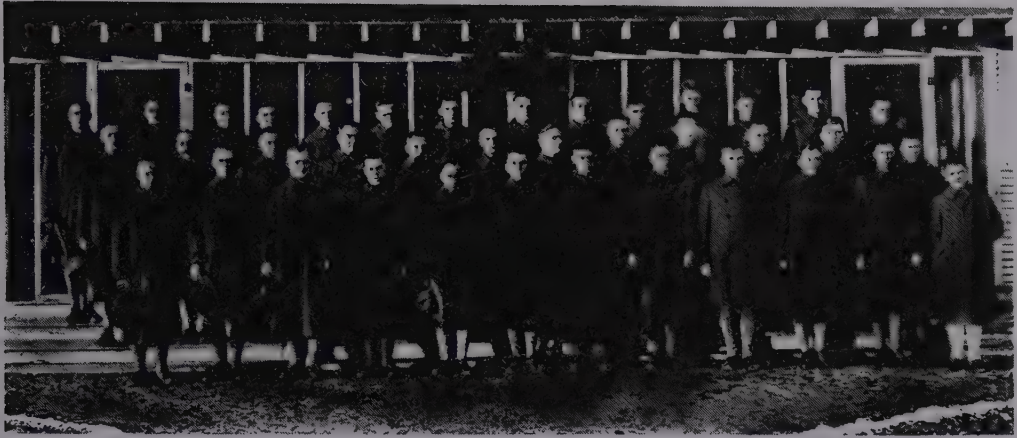
In October, 1917, Capt. Loring Pickering was assigned to the Squadron, and under his tutelage several new methods of instruction were added. Lieut. Alexander H. Fraser was the next Squadron Commander. He was assigned in December, 1917, and knowing that the men waiting assignment to school needed a more intense course of training to fit them for their future duties, he devised a new system of training which proved a wonderful success. And it was directly due to Lieut. Fraser's efforts that the squadron justly earned the reputation "Kelly's Crack Squadron."

Lieut. Fraser was a real soldier. He was a graduate of the Virginia Military Institute. When war was declared, he was in business in the city of San Antonio, but was among the first to offer his services for his country. When the Ground School at Kelly Field was first opened in the summer of 1917, Lieut. Fraser was among the first class, and graduated a First Lieutenant. He was very proud of his command, and endeared himself to the heart of every man in the squadron by his noble efforts in their behalf. Later, he was appointed a member of the



Lieut. T. L. ROUSE





## AERO SQUADRON 84

Administrative Board of the Air Service Mechanics School, and held that office until his untimely death from pneumonia.

In July, 1918, Lieut. Emmous was assigned to duty overseas, and he was succeeded by Lieut. Thomas L. Rouse.

Lieut. Rouse is one of the pioneer flyers of the service, being a graduate of the 3rd class of cadets who received their training at Kelly Field. He is considered one of the best flyers on the Field, and the originator of some of the present methods of instruction.

The administrative work of the squadron under Lieut. Walter W. Barr and Sergeant Major George L. Fox has been carried out in a most able manner. Sergeant First Class Fox enjoys a most unique reputation of having been "born and bred" in the old 8th.

With the coming of demobilization, one of the finest squadrons in the service will go out of existence. The memory of the new friends made and the happy associations will always linger. If after the war is over and you should meet an old flyer, just ask him about the good old 8th. If by chance he has never been a member, the odds are ten to one that he knows someone who was a member, and thus will the memory of it ever continue.

To those who are leaving the service for their different stations in life, we extend a hearty handshake and a wish for their future success. They answered the call of their country with the hearts of boys. They leave with the mature minds of men. May God bless them all.

### NOTES

**Master Electricians**—Jones, Clyde A., Robinson, Clem.  
**Sergeant's 1st Class**—Fox, George L., Caldwell, Cecil, Blake-  
 man, Durham R., Gardner, George W., Kielar, William J.  
**Sergeants**—Walter, Newell J., Cooper, Cherry T., Bray,  
 William H., Holm, Alfred, McFung, Albert E., Hissong,  
 Harry, McGuigan, Patrick, Hasselback, Walter M., Doolan,

Fred E., Rowell, Fred R., Borland, Robert E. Jr., Huck,  
 Wm. **Corporals**—Kaufman, Stephen, Eryan, Paul N., Bogert,  
 James E., Hanson, Harry, Pitman, June S. **Chauffeurs**  
**1st Class**—Hinton, Howard C., Buckley, Dald Jerome, Huff-  
 man, Arthur W. **Chauffeurs**—Davis, Arthur, Williams Curtis,  
 Allen, Richard W., Olson, Marcus A., Bolton, Newton H.,  
 Junck, Frank, Jr., Lucas, Earl H., Beale, Charles B., Rogers,  
 Fredrick L., Hayden, Stephen F., McQuillian, Charles J.  
**Cooks**—Brown, William H., Girk, Filo F., King, Bert, Scott,  
 Max H., Seltz, Frank, Sutton, Leroy. **Privates 1st Class**—  
 Aylward, William H., Blomgren, Rueben V., Corder, Jesse F.,  
 Crocker, Ivan E., Davis, John W., Ford, Robert O., Garlick,  
 Ray L., Gephard, Elmer, Godsey, Calvin T., Hacen, Ralph E.,  
 Hutson, David H., Landi, Felix, Newcomb, Carl R., Sckell,  
 Chester H., Wain, Leonard, Williams, Floyd L., Winter,  
 William, Woodring, Alvin. **Privates**—Barris, Carl W., Borbner,  
 Richard H., Bollard, Loa A., Canon, Leonard E., Carey, David  
 J., Carpenter, Philip B., Cronswell, Alfred J., Deane, Alfred  
 C., Doty, George W., Dotts, Charles B., Ebert, August H.,  
 Eby, Harry D., Edwards, Edward H., Eilers, Bernard F.,  
 Eisler, Fred, Elliott, Chester B., Elliott, Uel C., Emel, Arthur  
 C., Englert, Andrew J., Epperson, James E., Erger, George J.,  
 Erickson, Charles E., Ericson, Wesley, Facklam, John F.,  
 Fancher, Thomas, Finken, Roy F., Fering, Abraham E., Field,  
 Matthew J., Fisher, Ben C., Fisher, Fay J., Flear, Paul H.,  
 Flescher, Morris, Flecher, Fred, Flott, James E., Florence,  
 Frank H., Follett, Francis V., Fore, Harold, Forness, Charles  
 B., Fossitt, Pleasant, Frank, Karl A., Franklin, Francis E.,  
 Frazier, Clyde M., Fritts, Robert L., Fuller, Edmund W.,  
 Fuller, Ernest L., Fuller, Tom W., Gallaher, Joe, Gallen, L. M.,  
 E., Galloway, John E., Garber, Emmett L., Garosse, Edward  
 E., Garrard, Leonard R., Gelsen, Holla W., Glenn, Carl G.,  
 Golden, David E., Golden, Frank W., Gesorn, Lloyd B., Graf,  
 Conrad H., Grim, Harold, Hager, Chester T., Holter, Mered,  
 Harper, Ora S., Hatter, Chiles S., Hatfield, Leslie, Hayes,  
 Freeman J., Hess, Raymond E., Holy, Joseph G., Hule, James  
 P., Jennings, George T., Johnson, John A., Jones, Bernie B.,  
 Loewy, Arthur, Maddox, Orie A., Martin, John H., Maren,  
 George A., Paredes, Celestino P., Pandoz, Joseph E., Popewy,  
 Bernard P., Spangle, John, Stewart, Obe, Usler, Joseph E.,  
 Williamson, Earnest.



## AERO SQUADRON 212

**S**PECIAL ORDERS No. 166—35. "Pursuant to instructions contained in telegram dated December 17, 1917, from the Chief Signal Officer, the 212th Aero Squadron is hereby organized."

Like a plane in a nose dive, amid one of the heaviest rainfalls of a Texas summer, came this order to Lieut. Thomas Murchison, S. R. C. A. S., who was assigned as Commanding Officer.

Planting the Squadron Guidon in front of Squadron Headquarters, Lieut. Murchison assembled his Staff, consisting of Lieut. Clarence R. O'Brien, S. R. C. A. S., Supply Officer, Lieut. Alexander Blum, S. R. C. A. S., Adjutant, Corp. Thomas J. Wilson and Pvt. Michael H. Prince, Jr., who worked out the details for receiving the enlisted personnel.

Pvt. 1st Class Rodman Law, known throughout the United States for his daring stunts in flying exhibitions and parachute jumping had the honor of being the first enlisted man to enter his name on the Squadron Roster. Not far behind, as always to formations, came Private John H. Reynolds, popular stage favorite who has lately won the title of the "Human Fly" by his wall scaling ability. These have been a loving pair ever since.

Sergeants George A. Moore, Lyle H. Scott, Privates Emil H. Konni and Charles H. Harman, exhibition flyers in civilian life, honored themselves and the Squadron by placing their names in the roster. Pvt. Sams, Wise Walker, Allen and Jandt arrived from the Armorers School at Wilbur Wright Field and to say the least, they were samples of what the 212th now contains within its folds.

The remainder of the enlisted personnel came from the 812th, 668th, 324th and 327th Squadrons. On June 19th, 1918, Lieut. O'Brien was relieved from duty with the Squadron and assigned elsewhere.

His place as Supply Officer was taken by Lieut. T. J. Capron. On July 13th, 1918, Lieut. Blum was relieved and transferred elsewhere. His place as Adjutant was taken by Lieut. Rutherford Fleet, A. S. S. R. C.

Sergeant Walter H. Keller then made his debut. He was assigned as Sergeant-Major and has successfully piloted the Squadron Ship through the pit-falls of army paper work.

Lieut. Will H. Lightfoot A. S. M. A. replaced Lieut. Murchison as Commanding Officer on November 7th, 1918, and the enlisted personnel soon recognized in him a friend, every ready to look after their welfare. Lieut.

Fleet, feeling that he could out-do the birds in their element, applied for instructions as a pilot and was transferred to the Cadet Wing on November 18th, 1918.

On December 2nd 1918, thirteen non-commissioned officers and Pvt. Johnnie Reynolds were transferred to the Flying School Detachment, leaving 123 men to represent the Squadron.

In glancing over the roster, one can remember "shining lights" who by their characteristic actions will bring back many interesting incidents of military life on Kelly Field. Among these are: Sergeant Allen, who was assigned to the Squadron as a machine gun instructor, became attached to the "Canteen Circuit" and ended up with a recommendation as a permanent K. P. by our esteemed Mess-Sergeant.

Sergeant "Swede" Johnson, has written to all the leading Detroit papers of his promotion and intends to use this bit of advertisement in obtaining a position after demobilization.

Private 1st Class "Nugget" Cody, descendant of "Buffalo Bill" has held down the position of scout and mail-dispatch—orderly ever since the Squadron was organized.

Chauffeur Kaler, inventor of a valve-lifter, which has been the envy of the Transportation Department, claims to hold a clean record of never having had his truck stuck while on wood detail.

Armistice signed. Vandevanter appears at 7 A. M. at Orderly Room for discharge while Chauffeur Knighton remains outside recruiting men for the Air Service as a Keeley Cure.

Chauffeur Wright has been assigned to give lectures on "Why is a fuselage."

Private 1st Class Orbell, famous gold-brick, has aroused suspicion by appearing each evening at 5 P. M. with grease on his hands.

Privs. Dimon and Dixon have been recommended for transfer to the Medical Corps for conservation of ink and sick-books.

A four-act drama by Private Dischinger.

Act One—2:30 A. M. Guard Dischinger halts Officer of the Day.  
Act Two—Silence. More Silence.  
Act Three—Officer of the Day "Well, are you going to keep me at attention all night?"  
Act Four—Guard Dischinger "AT ease."

Private William Aeronautics Hendrick, by the aid of his inter-



Lieut. W. H. LIGHTFOOT  
Commanding



Lieut. CAPRON





## AERO SQUADRON 212

national almanac, can tell you the types of airplanes that will be used in the next war.

Private R. Clarence Hogan and "Stub" Hamilton, inseparable now and forever, represent the Squadron at the New Braunfels Mothers Club Meetings.

Private Kerns, the wrecker of wings, has started a Squadron of his own, of which he is to be duty-sergeant for the rest of his life.

Private Cahill, after trying to serve as a mud-scraper for the rear wheel of Sergeant Scott's "Bug" was caught in the act of laying aside his crutches for Christmas and New Years Eve.

"Speed-Demon" Kissinger has signed up as a mechanic for Sergeant "Mickle" Connors on the speedways for next year.

Private Novak, backed up by a three-quarter vote of the Squadron, guarantees to grow hair on any smooth surface.

Now that "Dare-devil Human-Fly" Reynolds has left the Squadron, "Pyrene-Squeezer" Sarrazin, finds life lonely along the Squadron Street.

Corporal Michael H. Prince, Jr., has completed plans for an annex to the Mess Hall to be used as a private dining room so that he may enjoy his late breakfasts in peace.

Pvt. Roy Hendrix, ex-shoe-wizard of Denver, has applied for a patent on his Sunday morning inspection shoe-camouflage.

Private "Sweetie" Weeks, our beloved "down-town sergeant" has won distinction by bucking the entire Squadron when stag parties are suggested.

Corporal C. Percival Rayner wonders why the hotel mezzanine floor lights in town burn after 12 o'clock.

The balance of the Squadron is made up of no lesser lights but army paper-work is army paper-work.

Place, Mess-Hall No. 30, Time, 5:40 A. M. Back-ground, Army Kitchen range 588 feet by 1263 feet, kept hot by eighteen bucks of the wood detail. Scene, 519 cooks and 1700 K P's rush to and fro under the watchful eyes of assistant mess-sergeants Cahoon, Kantner, Law, Root, Buckingham and Verschoore. Batter for flap-jacks was being prepared by twelve concrete mixers and a steam shovel was removing the debris. Ten Kitchen Police with bacon rinds strapped to their shoes, were skating back and forth over the griddle and Cook

Behan in charge of a trench-digger was transferring the cakes from the griddle to waiting Fords, which rushed the cakes to the tables. Enter Mess-Sergeant Wolf. After glancing over the scene, he mounts his trusty motor cycle and riding around the Kitchen shouts his orders through a megaphone until chow is over.

Lieut. Lightfoot acting in the capacity of Commanding Officer, S. O. and Adjutant, kept the Squadron running as an essential link in the War Machine until December 8 when Lieutenants Arthur A. Hardy, J. H. Gaddbury, Marcus H. Cohen and Kenneth D. Brabson come to his assistance from the Cadet Wing.

Although the 212th Squadron had men assigned to every essential department of the Flying Department, fate finally decided that the work of the Squadron was finished and today, Monday, January 6th, 1919, Taps is sounding and the enlisted personnel have passed over into other organizations. Peace and quiet once more floats over the skeleton organization which is still known as the 212th Aero Squadron.

### ROSTER

**Sergeants 1st Class**—Drouin, William J., Peterson, Hendrick S., Schellenger, Davis W., Scott, Lyle H., Waughal, Samuel E., Zalabak, Frank. **Sergeants**—Allen, Samuel E., Connors, Mitchell G., Johnson, John A., Lines, Floyd O., Reller, Walter H., Wolf, Theodore E. **Corporals**—Bennette, Andrew G., Kaeter, John H., Pierce, Harold M., Prince, Michael H. Jr., Rayner, Clifford P., Schweizer, George J. **Chauffeurs 1st Class**—Santee, Charles R., Thompson, Thomas H. **Chauffeurs**—Kaler, Roland W., Knighten, William F., Lynn, Ray A., Mageors, Grady M., Martin, Albert S., Osbahr, Herman C., Schmalzriedt, William H., Vandeventer, Leonard G., Wright, Carl. **Cooks**—Buckingham, Floyd O., Cannon, Drus W., Kantner, Burnal C., Law, Thomas, Root, Clifford W., Verschoore, Alois. **Privates 1st Class**—Cady, Robert M., Lipe, Julius J., McKee, Oscar R., Olson, Henry O., Orbell, Charles A., Powers, John E., Reim, Clarence E., White, Curtis C., Zettergren, Charles O. **Privates**—Batton, Frederick C., Behan, Joseph, Cahill, Edward J., Curtis, Dwight F., Dimon, William L., Dischinger, Frederick W., Dixon, Hoyt F., Dowdell, Vernon L., Drury, Fred L., Duly, Clyde G., Ehrhart, Claude W., Fear, Lorin E., Fitzler, Frank, Grady, Lawrence E., Graderholz, Allen E., Green, Arthur K., Green, Frank, Grover, David T., Gregory, Thomas J., Grimes, Grady L., Grindle, Oliver W., Hamilton, Dixie G., Hamilton, Elmer E., Hamilton, Street, Hamro, Alfred M., Hammond, Vera S., Hanna, Arthur L., Hardwick, Francis M., Hankreider, Charles T., Harmon, Harvey A., Harris, Clyde E., Hazlett, Cecil C., Hedberg, Elmer P., Hedstrom, Carl L., Helfrich, George A., Helmliager, Anton J., Hendrick, William L., Hendrix, Roy, Henry, Edward C., Herman, Gaylord, Herwig, William B., Hillis, Bayard W., Hodgeson, Archie L., Huzan, Richard C., Hugg, Ernest J., Holbert, George R., Holliday, John H., Holmgard, George, Holt, Allen J., Holwarth, William J., Hohn, Harry A., Hubbard, William R., Jacobson, John, Jensen, Julius, Johnson, Harry E., Kemner, Edwin T., Kerns, Pearl A., Klog, John M., Kissinger, William J., Lee, Louis E., Leverson, Oscar B., Menefee, Bonnie L., Miller, James L., Novak, Andrew, Olson, Arthur E., Partrish, Merton C., Roberts, John M., Rodgers, Daniel W., Sarrazin, Joseph E., Smith, Carl M., Sullivan, George I., Switzer, Leon E., Weeks, LeRoy, Wertin, Mathias, Wierman, Willis R., Wileck, Earl L., Withers, Clay J., Wolzinger, Dave, Wright, John B.



Lieut. FLEET



Lieut. HARDY



## AERO SQUADRON 322

**T**HE 322nd Aero Squadron was organized February 20, 1918, in Kelly Field No. 1, by C. A. Marone, 2nd Lieut. A. S. C., who appointed the following men on his administrative staff:

Sgt. 1st Class Clarence L. Woodworth, Sergeant Major; Sgt. 1st Class Robert Berven, Supply Sergeant; Sgt. 1st Class Jesse E. Richardson, Mess Sergeant.

At that time the enlisted personnel of the squadron was made up of men on special duty with the Post Military Police and Post Signal Officer. On June 20th the squadron was reorganized, all the members with the exception of the administrative staff being transferred to other organizations in the Field, and with the administrative staff as a nucleus, moved to Kelly Field No. 2, where it was brought to full war strength by the addition of men from other organizations in the Flying Department. The Dual Stage of Flying, later known as Flight No. 2, was assigned to the squadron, and the men have made a great record for themselves by their interest and hard work in maintaining the high standard of efficiency which is required of them in the discharge of their duties on that Stage.

A number of changes in Officers were made in this organization since it was transferred to the Flying Department. Lieut. C. A. Marone was relieved of command on August 1st, and was succeeded by Lieut. A. W. Johnson, who, when transferred to a post of embarkation, was succeeded by Lieut. Paul A. Smith, the present squadron commander. Lieutenants H. G. Davis, J. H. Greenwood, G. H. Russ, D. A. Brown and C. E. Brasher, have been connected with the organization in various capacities during the summer and fall of 1918.

Two members of the squadron died during the influenza epidemic, Pvt. Alfred A. Harwood of Steubenville, Ohio, on October 18th, and Pvt. Gaston J. Cook, of Jacksonville, Texas, on December 13th. Both men were of the highest character, and their deaths were distinct losses to the service.

The 322nd Aero Squadron has been extremely fortunate in having officers of high ability and good judgment, who have been at all times in perfect harmony with their men, and there has always been a feeling of deep regret at their loss through transfer.

## ROSTER

Albright, John J., Althum, George W., Anderson, August D., Barnes, Albert, Batson, Eugene M., Beckman, Arthur J., Beggs, Philip J., Bell, Leslie G., Benson, Bert, Berle, Bernard S., Boyd, Perry E., Burkard, John E., Bush, Edward S., Christoffersen, Arvid H., Clements, Ernest W., Clément, Thomas R., Cole, Alfred O., Cole, William J., Cook, George C., Collins, Samuel W., Comerford, Harry G., Compton, Dewey H., Connell, Daniel O., Conrow, Fred C., Cooley, James T., Cornett, Harold C., Craven, Otto C., Cromer, Herbert E., Crosby, Archie, Cullar, James, Culwell, Walter E., Curtis, Jesse P., Danford, Victor A., Depew, Foy E., Davidson, Gerald C., Davis, Albert H., Davis, Ross E., Dennis, Artist L., Dillon, Delbert, Dishon, Osa T., Doherty, Jacob M., Doman, Harry B., Dougherty, Fred O., Doles, Earl M., Draughton, Homer W., Eagles, Chester M., Elliott, Roy E., English, George W. Jr., Evans, Allen B., Glasspoole, Harold D., Griffin, Walter A., Harwood, John W., Hodgman, Oscar M., Hushor, John J., Isaacs, Louis, Jenkins, James H., Keller, Leroy G., Kennelly, Joseph T., Kindgren, Carl A., Lapham, Stanton C. Jr., Libert, Edward R., Lippert, Earl E., Little, Lou J., Lyon, Harold D., McCormack, George H., Mason, Merle H., Matsun, William, Mertens, Arthur J., Moffat, Samuel R., Morehouse, Herman, Noyes, Fred E., Olson, Andrew Overman, Herbert C., Parker, Charley E., Penneck, Grafton H., Polen, Samuel, Randall, Leslie E., Riggins, Walter A., Rine, Albert, Rodgers, George W., Sargent, David J., Schaezle, Stephen F., Schneider, Gus, Schook, William J., Schulz, Arthur, Sheridan, Rollin S., Simon, Frank, Simpson, Clark, Stauffer, Horace A., Swart, Frank, Tracey, Walter E., Utter, Harvey H., Weeks, David C., Welch, Reuben S., Wilkins, Charles L., Williams, Norman A., Witmer, Robert T., Wood, Arthur C.

## OFFICERS OF 322ND AERO SQUADRON

Paul A. Smith, 1st Lieut. A. S. (M. A.) was assigned to the 322nd Aero Squadron October 1, 1918. He was commissioned in November, 1917. He received his ground school training at Austin, Texas, and finished his flying training at Kelly Field. His home is at Miami, Fla.

Howard G. Davis, 2nd Lieut. A. S. C. was assigned to the 322nd Aero Squadron on June 20, 1918, and continued in that capacity until November 1, 1918, when he received overseas orders. The signing of the armistice prevented him from seeing duty in France, however.

Lieut. Davis' home is at Boston, Mass., and he entered the service from that city last February, going to Columbus, Ohio, to the Officer's Training School at that place. He received his commission May 11th, and arrived at Kelly Field for duty May 20th.

Donald A. Brown, Lieut. A. S. A., was assigned to the organization December 4, 1918. Lieut. Brown received his commission shortly before the signing of the armistice. He attended the S. M. A. at the University of Illinois. His home is at Long Branch, N. J.





AERO SQUADRON 322

## CUBA IN THE WORLD WAR

**O**N THE 7th of April, 1917, only 18 hours after the United States of America declared war against the Imperial German Government, Cuba, the Island Republic, followed the same course and also went on record as unalterably opposed to the dictates and methods of the Hun. Although Cuba was not at that time capable of participating actively in the fighting to a very great extent, nevertheless the service which she has been able to render America and the Allied nations has not been inconsiderable.

Immediately after it had declared war, the Cuban Government seized all German ships in Cuban harbors and turned them over to the United States to be used as transports in conveying our boys to France. The vessels were gratefully accepted and are still being used by this Government. Following, again in the steps of her protector, conscription was established, and all men between the ages of 21 and 28 years were obliged to enter the Cuban Army.

Although the United States and the Allies suffered to a slight extent during the war on account of a lack of sufficient sugar, if Cuba had not come to the fore and devoted unusual energies to the production and refining of enormous quantities of this product, the famine would have been much more pronounced. During the period of

the shortage this little nation shipped to its co-belligerents more than three million tons of the refined product. Alcohol, iron ore, copper, asphalt, woods and other products were also furnished in great quantities. The Cuban Branch of the Red Cross has worked valiantly and has sent through America several millions of dollars to stricken France and Belgium.

Among the many Cubans who saw active service with the American Forces and the French Foreign Legion must be counted Captain Terry, who fought for three and a half years with the French Aviation Corps. During that time he won three war crosses for distinguished service. Capt. Terry is at present in Kelly Field, in charge of the detachment of thirty Cubans who are receiving instruction here in Aviation as the guests of the United States Government. The men arrived here on September 6th, 1918, and their prospects were early service in France, but the signing of the Armistice shattered their dreams and now they are preparing to return to Cuba when their training is finished. The detachment here comprises 4 officers, 13 sergeants, 11 corporals and 3 privates. They are loud in their praise of America's friendship for Cuba, and say that Cuba desires no higher honor than to be permitted to express its gratitude by any assistance it may now render.



Cuban Officers

## THE CADET WING OF EMBRYO FLYERS

**T**HE month of October, 1917, knew no such organization as a Cadet Wing Academic School in this Field. Major J. H. Rudolph at that time was authorized to install a Ground Department for the purpose of giving the student pilot a knowledge of Engineering, Radio and Machine Gunnery sufficient to warrant advanced training in these subjects, that he might be made an efficient fighting unit in the magnificent army of Uncle Sam.

To assist him in this purpose Major Rudolph had one enlisted man, M.S.E. J. C. Turck, who acted in the capacity of First Sergeant, Company Commander, Instructor, Disciplinarian, etc. The latter was succeeded in this pretentious capacity by Sergeant Charles R. Dunlop.

About a month later Major E. L. Hoffman was made Commanding Officer, Cadet Detachment, and he was almost immediately relieved by Lieut. John W. Frewer. Lieut. Frewer, afterwards, was designated as Officer in Charge of Photographic Work in this School, which work was entirely distinct from the normal course of studies.

Major Rudolph, considered one of the Army experts in small arms, devoted his attention to instruction in machine guns, his one Lewis gun doing yeoman duty toward this end. This department erected a single track at a fair distance from the flying field, and each cadet was given his opportunity of firing a few rounds on this range. It was tedious work for the preceptor and the cadet, and if the student-pilot were fortunate enough to pull the trigger of the machine twice during the course of his instruction it was considered the acme of success.

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It was early recognized that progress could not be made under these conditions, and soon Major Rudolph was happy to add to his equipment some ten Lewis guns and one Marlin. With this additional equipment it necessarily followed that an increase in the staff of instructors was imperative. About this time, December 1st, 1917, the Cadet School Detachment received assistance in the person of three commissioned officers, one of these



Maj. KRAFF

Capt. H. V. HAND

Lieut. T. MURCHISON



CADET WING STAFF

fortunately experienced in machine gunnery. With his assistance several ranges were built, and eventually the equipment enlarged until all types of machine guns now in use in the United States Army were presented for the instruction of Uncle Sam's airmen.

By degrees the department was enlarged until, about April 15, 1918, it possessed three commissioned officers and some fourteen enlisted men as instructors. The growth of this department has been steady and marked until at the present time, under the leadership of Lieut. John V. York, it may be claimed that a more highly efficient course of instruction in the handling of small arms cannot be found.

### ENGINE DIVISION

Possibly the most popular department of the Cadet Wing is the Engineering Department. The aeronautical engine is one of the most necessary features of instruction to air pilots. Without a thorough, comprehensive knowledge of his motor the pilot is absolutely at sea in the air. Being of a purely technical nature, instruction in aeronautical motors is probably one of the most difficult.

In November, 1917, one non-commissioned officer and one private soldier undertook the instruction of student-pilots in the theory of construction of and the difficulties to be met with in aeronautical motors. Their equipment consisted entirely of their own gray matter, one 2½ by 4' blackboard and a box of crayons. Equipment for practical instruction in this subject was not available until February, 1918. The Cadet School was fortunate enough at this time to secure three or four antiquated, worn out and otherwise useless motors. To the lecture course was now added the dismantling and assembling of motors.

The results of this addition were so startling that the request was made and granted for the construction of a series of motor blocks, and on these were installed one or two of the aforementioned motors. The instructors then set themselves to work making parts that were missing and refitting parts that were worn out, until it was possible to so run these motors that the cadet might experience the difficulties presented by an aeronautical motor in operation.



ENLISTED PERSONNEL CADET WING HEADQUARTERS





## THE CADET WING OF EMBRYO FLYERS

The Engine Division of the Cadet Wing now experienced the addition of a commissioned officer, and his influence added to their meagre equipment several motors in running condition, thus giving a rather complete course in aeronautical motors.

In August, 1918, the Airplane Division and the Engine Division were combined under one head, known as the Engineering Department, under the command of Lieut. Armand V. E. Smith.

From that time until the present this highly technical instruction has successfully progressed to a point of efficiency that has been copied by the English Army, the French and the Italian.

In order that the instruction in engineering be made thoroughly comprehensible to the student it has been necessary, from time to time, to construct different charts, diagrams and drawings of all kinds. To accomplish this a drafting room was maintained in conjunction with the Engineering Department, under the supervision of Sergeant Joseph F. Borek. Countless numbers of such diagrams have been turned out for the edification of the student-pilot.

### RADIO DEPARTMENT

In April, 1918, the Radio Department of the Cadet Wing School consisted of two buzzer sets, and one private soldier as an instructor. Lieut. Kerrigan M. Manookin was at this time placed in charge of radio instruction. All types of radio equipment were installed, and under Lieut. Manookin's supervision a radio station was established at this School which put the Field into communication with all parts of the country. It has been said on good authority that a more thorough school of radio telegraphy is not known in this country.

Instruction in radio telegraphy will be recognized as one of the most necessary courses to be given to student-pilots, for without his means of liaison the pilot is of little avail to the different branches of an attacking or defending force.

### AERIAL OBSERVATION DEPARTMENT

Until May, 1918, little or no attention was paid to the practice of aerial observation and map making. When a pilot is on duty, having become thoroughly familiar with the mechanism of his machine and proficient in the art of communication with his base, there still remains a momentous duty for him. Lieut. James W. Rader took it upon himself in May, 1918, to train the student-pilots at Kelly Field in this art. With the assistance of three highly efficient non-commissioned officers Lieutenant Rader constructed a large map, 20 feet by 40, on which was portrayed a sector at the battle front. Distances were figured out to a nicety, and the student-pilot was thus given his chance to observe the results of artillery fire.

This fire was conducted thru the medium of shifting electric lights, of which there were a vast number, and before being declared a proficient observer the student was required to tell on this map the exact distance artillery fire would fall short or over, and he was not passed in this course until his observation would bring the fire from his artillery to the exact location required.

### PHOTOGRAPHIC DEPARTMENT

There remains another phase of observation which depends, not upon the eye of the observer but upon the lens of the camera. Lieut. John W. Frewer organized a department in this school which dealt with photographic observation. He was successful in obtaining the necessary equipment from Washington which would permit pictures being taken from the air and next classified.

It was later found that this department could be put to another use, namely the training of men in the reading of photographic observation, and under Lieut. H. O. O'Connell this department has been very highly organized, so that photographic maps of this immediate country have been completed and so arranged that students may be taught the very fine points to be found in aerial photography.



## THE CADET WING OF EMBRYO FLYERS

### PAPERWORK DEPARTMENT

Coupled to all the courses of technical instruction which a cadet must acquire there is need of a means of communicating thru military channels and the keeping of records military.

To accomplish this end the student-pilot has been given a course in military paperwork. Lieut. Leo J. Pardee and Sergeant Ralph N. Barry have been responsible for the instruction in this work to the student-pilot, and it is a fact that any pilot graduated from this School has been thoroughly in possession of the knowledge necessary to correspond in a military manner, to keep squadron records and all accounts.

### GASMASKS

After some experience on the Front it was found that all men in the United States Army, be they field men or pilots, would at some time in their career find a necessity for the use of the gasmask. There were numerous occasions when gas waves extended back as far as the air dromes.

Gas bombs, in many instances, were dropped from enemy aircraft, and in order to become proficient in the use of gasmasks the student pilot at this school was taught the handling of this protection by Lieut. Louis R. Sanders.

### FLIGHT SURGEON

The effects of worry and distraction upon a man's vitality and mentality, occasioned by his hazardous undertakings in the air, must be observed and corrected.

That the health of the student pilot might be kept at the best a Flight Surgeon was found necessary. Major Charles W. Kollock, Captain Martin H. Orner and Lieut. Charles E. Holgate, medical officers, were attached to this School for that purpose, and with the assistance of athletic officers in the persons of Lieuts. L. H. Field and J. L. MacDonald it is safe to say that superior health among student-pilots is not known at any field in this country.

### SUPPLY DEPARTMENT

The physical end of the cadet's health must have its attention as well as his mental development. That this be given the proper care Lieut. H. G. Soule has acted, during the entire history of the Cadet Wing, in the capacity of Supply and Mess Officer. The messing of from 500 to 1000 cadets presents some very serious difficulties. It can be said that these troubles have been successfully met and overcome by this officer, and in such a manner as to give the Cadet Mess Hall the highest reputation known on Kelly Field.

The Headquarters staff of the Cadet Wing Detachment has known several changes. It had its foundation in Major J. H. Rudolph, who took command approximately on October 1st, 1917. On December 10th Major Jack Heard was assigned as Commanding Officer. He had as his assistants Lieut. J. S. Kritser and Lieut. John W. Davis. On the 19th of January Lieut. Davis was relieved as Adjutant and Lieut. Kritser assigned to that position. On the 28th of January Major Heard was put in command of the Flying Department of the Field, and Lieut. Kritser was Acting Commanding Officer of the Cadet Wing.

Captain Dana Parmer was assigned as Commanding Officer of the Wing on the 28th day of February, 1918, with Lieut. Kritser as his Adjutant. This personnel continued until April 9th, at which time Lieut. Kritser was re-assigned as Commanding Officer, which office he filled until July 16th, when Major L. G. Heffernan took command.

A few days later, July 20th, Major George W. Krapf relieved Major Heffernan and appointed Lieut. Chester H. Warlow as his Adjutant. The conduct of the School continued under this regime until November 11, 1918, when Major Krapf was transferred to the Balloon Detachment, United States Army, and the command of the Cadet Wing Detachment was given to Lieut. Thomas F. Murcheson with Lieut. Ernest G. Thornton as Adjutant, both serving at the present date.





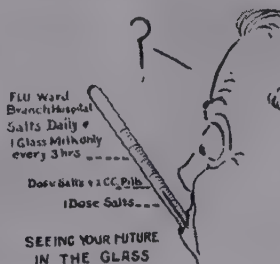
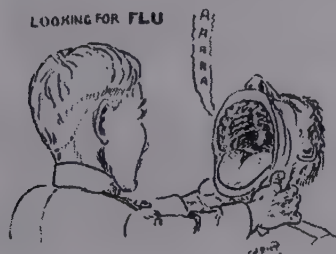
PHOTOS BY LIFE

## ENGINEERING DEPARTMENT PICNIC AT MEDINA LAKE

**P**ROBABLY the largest picnic ever held in Army circles was tendered the men of Kelly Field Engineering Department on Sunday, May 26th, 1918, when 1,555 officers and enlisted men journeyed in over 100 Army trucks to Medina Lake, about 50 miles northwest of Kelly Field. The cavalcade of trucks left Kelly about 5 o'clock in the morning and formed a procession about three miles in length. Beside the trucks fitted up for passenger carrying were repair trucks, gasoline tank trucks, an ambulance and trucks loaded with supplies and provisions. The lake was reached about noon and after an immense picnic dinner, which all thoroughly enjoyed after their long, hot, dusty ride over the rough roads, an athletic program and other sports and amusements of all kinds were engaged in until evening announced that it was time to begin the return trip.

An idea of the immensity of the picnic may be gained by the fact that the following supplies were consumed. 250 gallons of Coca Cola, 250 gallons of Tango, 250 gallons of ice cream, 700 loaves of bread, 200 hams, 100 heads of cheese, 2 barrels of pickles, 10 crates of lettuce and an unlimited supply of coffee.

It was after 9 o'clock when the trucks again returned to the city, and the town was enlivened for a considerable length of time by the shouts of the tired but happy so-journers. The Field was reached and the trip ended about 10:30 p. m. Major Decker was in charge of the arrangements and no more universal approbation of his management could be obtained than the unlimited comments of approval and satisfaction heard from the men themselves.



HOW SOME OF US SHOULD WEAR OUR SERVICE STRIPES

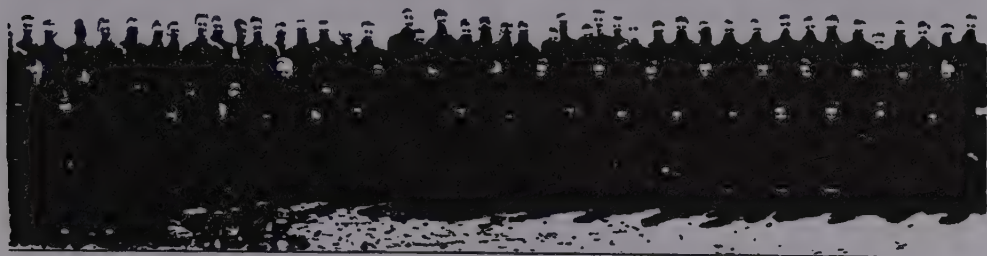
## ROSTER OF DETACHMENT OF FLYING CADETS

Adams, William S., Alexander, Harry E., Allen, James G.,  
 Allen, Philip M., Angel, Robert C., Atkinson, Ralph S., Auld,  
 Charles, Elmer, Maurice G., Barnes, Nevin C., Bass, Lowell L.,  
 Becker, Paul M., Becklund, Harry D., Bell, Morton, Bellas,  
 Quentin D., Bennett, William S., Benson, Harry E., Benson,  
 Kenneth R., Birmingham, Francis T., Bonfin, Amibal E.,  
 Bostick, Richard J., Bouton, Harry E., Bowery, George H.,  
 Boyd, Thomas B., Bradley, Arthur T., Bradley, Herbert N.,  
 Brasher, Jesse B., Branner, Samuel, Brigham, Roger W.,  
 Brooks, William C., Brown, Fleming D., Brown, Frank A.,  
 Bryan, Willard C., Bryant, Francis L., Buck, Parker H., Buck-  
 ley, Henry W., Caldwell, Alexander W., Campbell, Roscoe W.,  
 Campbell, Thomas H., Canady, Nicholas, Charles, Edwin W.,  
 Carlson, Archie H., Carmichael, Edwin G., Carned, Charles W.,  
 Carter, John H., Cary, Arthur P., Chibster, Murray B.,  
 Chabouch, Delwin B., Clark, Lester A., Clarke, Lloyd H., Clay-  
 ton, Geo. D. Jr., Clem, Ray, Clinch, Nicholas B. Jr., Coffin,  
 Henry, Coffman, Wesley B., Collat, Sione B., Collier, Charles  
 B. D., Coates, George E., Conway, Leonard A., Cook, Edwin C.,  
 Cooley, Charles E., Cooper, Claude F., Cornbliss, Clinton C.,  
 Cornwall, Frederick R., Cotney, William C., Coughlin, John S.,  
 Coyner, Lawrence G., Cowan, Andrew M., Cox, Sam J.,  
 Crehan, Mark H. Jr., Crumlin, Roger B., Cummings, Charles  
 M., Cunniff, William H., Dale, Martin B., Dally, Ovid L.,  
 Dargatz, William H., Davidson, Warren C., Davis, Richard D.,  
 Davis, Russell L., Davis, William H., DeLange, Rodney L.,  
 Demersville, John E., Dill, John G., Doering, Henry G., Dubay,  
 Wallace J., Duke, Spotswood J., DuMars, Joseph E., Ebert,  
 George W., Emery, Wilbur D., Evans, Noel B., Ewald, Eldo H.,  
 Felumeyer, Richard L., Ferguson, Claude E., Ferguson, Willis  
 G., Finkenstaedt, Robert L., Follet, Paul B., Forbes, Joseph L.,  
 Foster, Francis W., Frey, Robert M., Gallagher, Cyril L.,  
 Garbins, Woodford M., Garrison, Elmer H., Garrison, Joseph  
 S. Jr., Garvin, Luke V., Gieseler, Ransom H., Glatfally, Lester  
 L., Gibbons, John S., Gilson, Alexander H., Gillis, William H.,  
 Gilbargh, Lawrence J., Goff, Edgar Allen Jr., Grace, William  
 H., Gravenkamp, Henry E., Graves, Harold E., Gray, Irvin E.,  
 Grezner, William G., Gresham, Alvin E., Gullickson, Arthur M.,  
 Groshoff, Sylvan, Hagney, William J., Hales, James L., Hall,  
 Clinton R., Hamann, George L., Hammon, James J., Harles,  
 Charles W., Harmon, Gales E., Harris, Charles R., Harrison,  
 Archibald C., Harrison, Blair, Hartman, John M., Harvey,  
 Jack D., Hause, Neil R., Hawley, Willie M., Heersheimen,  
 Halsey L., Helbert, Gilbert A., Henderson, Arthur H., Hender-  
 son, George C., Hermann, Fred W., Hetsch, Justin K., Hetzel,  
 Ralph P., Hill, George W., Hill, Robert L., Hill, Warren R.,  
 Hubbard, William B., Hindley, Edward H., Hines, Paul S., Hinz,  
 William R., Hones, Albert R., Hoops, John W., Hooven, Walter  
 C., Housh, Walter B., Houser, William D., Houston, Walter S.,  
 Houta, Harold A., Hubbard, Clyde W., Hudson, James R.,  
 Hunter, Miles R., Hunter, Orson H., Hutchinson, George W.,  
 Irvin, Leon P., Jacobs, Henry L., Jacobson, John E., Jenkins,  
 Kuehland, Jensen, Jack A., Jess, Morris H., Jenson, William  
 A., Johnson, Sherratt M., Jones, Russell S., Kalman, Harry,  
 Keisler, Charles W., Keller, John H., Kelley, Junius E.,  
 Kelly, James P., Kilham, Edward K., King, Benjamin H., King,  
 David A., Knight, Frank Jr., Knight, Wilbur C., Koller, L. E.,

Kyle, Thomas R., Lane, Dan G., Latham, Ector R. Jr., Lawson,  
 Roy E., Leary, James B., Lee, Alfred M., Lee, Robert M.,  
 Lester, Edward E., Ligon, Walter J., Lockhart, Ezra L., Logan,  
 John A., Lohr, Edwin E., Longshore, Leslie C., Lott, Eglert  
 P., Lundin, Guy M., Lurten, Nolder, Lyon, William K., Mac-  
 Gargor, Arthur S., Mahoney, James J., Malloy, Archie R.,  
 Manner, Nicholas B., Marr, Roy T., Martin, William L., Mason,  
 August H., Massie, Joseph P., Mathew, Theodore, Maun,  
 Erwin E., McBeth, John S., McCallough, Leo J., McFarland,  
 Joseph B., McShane, Charles L., Meineke, Kurt H., Mellon,  
 Conrad, McVilly, James, Merino, Emilio E., Merritt, Clark C.,  
 Merritt, Harold W., Merritt, Paul P., Messinger, Theodore E.,  
 Milstead, Andrew J., Mitchell, Wade R., Moller, Joseph A.,  
 Moore, Downie W., Moore, Eugene H., Moore, James M., Moore,  
 Morgan, Morgan, Arthur W., Morgan, Ellis H., Morrison,  
 Arnold G., Mover, Charles E., Moyer, Walter S., Munnis,  
 Donald K., Muchrab, Lawrence J., Nache, Robert A., Nicholls,  
 Samuel S., Nukken, Roy H., Norton, Ted, Odell, Donald A.,  
 Orlback, Joseph C., O'Keefe, Eugene, Oldham, Henry C.,  
 Oliver, Lockwood, O'Malley, Charles H., O'Neill, Edward M.,  
 Otis, Elwyn H., Palmer, Julian P., Paradise, Emilio E., Parker,  
 Edward A., Paulson, Ruch O., Pearce, Manning M., Perry,  
 Walter H., Peterson, Richard A., Pitts, Louis D., Potter, Louis  
 B., Price, Alexander J., Purcell, Charles J., Ralsky, Hubert B.,  
 Rasmaker, Harvey J., Reiman, James T., Rice, John B., Rivers,  
 William F., Rizan, Maurice J., Rensch, Joseph R., Rhoden,  
 Ernest C., Rice, Verne J., Richardson, Noble S., Ricketts,  
 Stanley P., Rice, Edward J., Roberts, Vernon L., Robinson,  
 Charles J., Rogers, Culver C., Roman, Frank L., Roman,  
 Kenneth S., Rothrock, George L., Rowland, Leon G., Roy,  
 Clarence H., Ruble, LaVern W., Rudd, James H., Rummage,  
 George V., Sauri, Hans, Savage, William S., Sawyer, George  
 A., Saxon, Harold W., Schirm, Raymond J., Schorn, Edward C.,  
 Schroeder, Frederick H., Schubarth, Stanley M., Sealey,  
 Benjamin E., Sexton, Vincent, Shapere, Walter H., Shaw,  
 Charles L., Shaw, David H., Sheaff, Robert P., Sheldon, Roy V.,  
 Shepherd, Abram L., Shields, Geo. M., Simmons, James M.,  
 Skouras, Spyros, Sleeman, Walter R., Sloan, Homer H., Sloan,  
 Richard O., Smith, Chester, Smith, Edwin C., Smith, Fred G.,  
 Smith, Julius R., Solenberger, Duncan M., Spence, Percival W.,  
 Stansfield, James E., Starbuck, Arthur D., Stilwell, Stuart F.,  
 Stinson, Edgar C., Still, John A., Stowell, Archie A., Stroup,  
 Benjamin R., Stuart, Donald H., Suhre, Rudolph W., Sunder-  
 land, Dean R., Swanson, Ralph A., Sylvester, Lloyd W., Taylor,  
 Hamilton D., Taylor, Yannis H., Teeter, Paul E., Tewhill,  
 William F., Thomas, Royal B., Thomas, William M., Thomp-  
 son, Alfred E., Thompson, Lloyd G., Thompson, Peter M.,  
 Tolar, John H. 3rd, Tucker, Perry C., Turner, William A.,  
 Vance, Frederick S., Vaneura, Joseph E., Vilas, Edward P.,  
 VonStein, Louis R., Vorhees, Ralph C., Wadleigh, James H.,  
 Warner, Robert E., Walker, Hall, Walker, Harold, Wallick,  
 Gerald D., Walling, Norman R., Wanser, Roy, Warren, Arthur,  
 Wassel, Charles H., Wells, Wilbur J., Whiteley, Goldin A.,  
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 Yosthomer, Milo F.

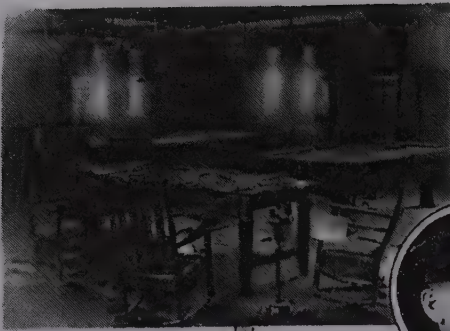






CADET DETACHMENT





LT. FRANK CAVENDER, SECT'Y TREAS.  
AVIATION CLUB.

**T**HE AVIATION CLUB of Kelly Field began operations on December 20th, 1917. It is the pioneer organization of its kind, being composed of the entire commissioned personnel of the Field. Its central location in the Flying Department, as well as its beautifully appointed recital and mess rooms, make it the popular meeting place of the officers and ladies.

Much of the success of this most unique of organizations belongs to Lieut. Frank Cavender, who in civil life was a manager and steward of one of the largest hosteleries of the west. He designed a set of interior hangings and settees, had the floor taken up and a new one of maple laid. Pullman seats and fireplace decorations were next installed and as a final culmination, a system of indirect lighting was initiated. The result far exceeded the fondest expectations.

The club now has one of the finest dance floors in the South and the interior can be compared with those of the best clubrooms. Every Friday night, the famous Friday

Night Dances are held at the club, and they are attended by the most prominent of San Antonio's Society.

On July 3rd, 1918, the formal opening to the general public was held. This was the occasion of the now famous "Italian Fete" held in honor of our Italian Allies. This was a costume dance and has since been surpassed by no other affair in San Antonio.

The club has been the scene of many conferences and meetings of exceedingly military importance. It is the show-place of the Field and has elicited favorable comment from the many visiting foreign officers who have visited.

The mess is held in the same building and the restful appointments are pleasing surroundings to the many frequent dinner parties held. The facilities for enjoyment are many.

Kelly Field is proud of its Aviation Club which holds the enviable record of not having a delinquent member on its lists.

#### OFFICERS IN CHARGE OF FLYING

LIEUT. H. S. KENYON, A. S. M. A.

Entered S. M. A. at Berkeley, Cal., May 21, 1917. Graduated July 12th received primary training at Rockwell Field. Completed R. M. A. September 26, 1917. Reported at Kelly Field October 14, 1917. On duty at this field as Dual Instructor, O. I. C. Primary Solo Field, and Ass't. O. I. C. Flying, which latter position he now holds.



MAJOR C. W. RUSSELL

LIEUT. EDWIN BURGE, A. S. A.

Enlisted for First Officers' Training Camp, at Fort Oglethorpe, Ga., March 27, 1917. Transferred to Aviation Section, Signal Corps, July 1, 1917. Attended S. M. A. at Georgia Tech., Atlanta, Georgia, and graduated in Sixth Squadron. Sent to Flying School at Essington, Pa., where he took first training on Flying Boats. Sent to Kelly Field, November 7, 1917, completing training here.

Assigned as Assistant Officer in Charge, Advanced Class Country Stage, May 1, 1918. Organized Formation Stage, June 7, 1918, and acted as Stage Commander of that Stage until December 16, 1918, when became Adjutant to the Officer in Charge of Flying.



LIEUT. H. S. KENYON

LIEUT. E. BURGE





FLYING OFFICERS



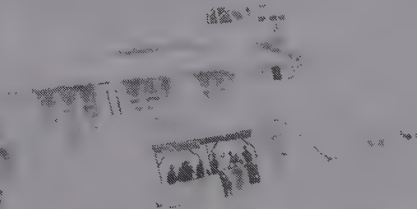
MAJ. GEN. CROZIER.  
EDWARD STINSON & THE HUMMING BIRD



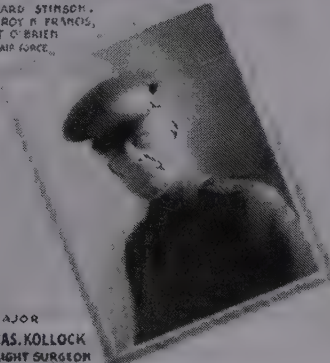
PRIMARY "B"  
SNAKE FIELD



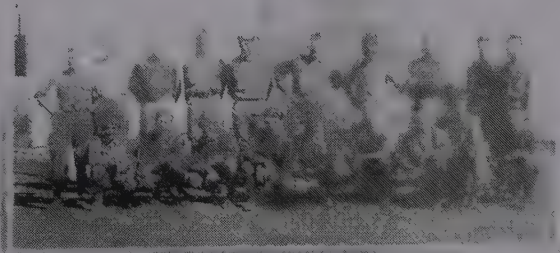
EDWARD STINSON.  
CAPT. ROY R. FRANCIS,  
LT. PAT O'BRIEN  
BRITISH AIR FORCE.



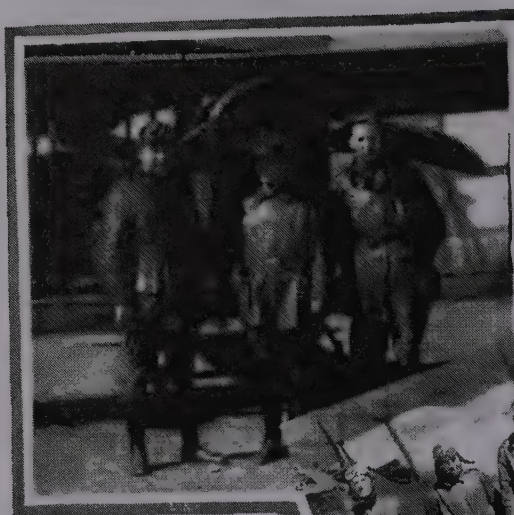
ONE OF THE STAGES



MAJOR  
CHAS. KOLLOCK  
FLIGHT SURGEON



DUAL CONTROL FLYING INSTRUCTORS



FLIGHT N° 1



FLIGHT N° 2



FLIGHT N° 3

FLIGHT N° 4







FLIGHT  
N° 5



FLIGHT  
N° 6



FLIGHT N° 7



FLIGHT N° 8



**INSTRUCTORS  
SCHOOL**

**HEADQUARTERS  
FLIGHT**

2



**ACROBATIC  
STAGE**



## FLIGHT No. 1

**F**LIGHT No. 1 is better known to the "old timers" of Kelly Field as the Accuracy Stage. This flight has had an old history. It was first instituted by Captain Roy Francis, a veteran in the Aviation game. His theory was that if a man could fly accurately close to the ground, he would be able to fly with credit at higher altitudes. At the time that Captain Francis started the stage it was a part of the Instructors School course.

Lieut. John Burton was the officer to succeed Captain Francis, and it was due to his efforts that many of Kelly Field's best instructors were trained.

About this time in the history of the stage Brooks Field became the official training station for instructors, so that the training of instructors at Kelly Field was discontinued. However, under the supervision of Lieut. C. M. Larsen, who was the next officer in charge, R. M. A. who had finished their Primary Training were given higher instruction and so became more accurate flyers.

When the Gosport System was inaugurated at Kelly Field, the Stage was changed in name from Accuracy Stage to Flight No. 1. Lieut. E. O. Berger was assigned as Flight Commander. The Flight is carrying on about the same type of work.

Lieut. Berger, with the sanction of the Flying Department, hopes to extend the instruction and the Flight looks toward a bright future.

## FLIGHT No. 2

Flight No. 2 was the first Gosport Flight organized at Kelly Field. It began at Hangars 11 and 12 November 11, 1918. All the students assigned for instruction were officers who began to see the added advantage that a pair of wings would give them and who transferred from the various branches of the service for the mutual betterment of themselves and the Air Service.

In the Gosport Flight at Kelly Field, the student takes all of his primary training with the exception of cross-country work and formation flying. This primary training begins with flying straight and level and ends with aerobatic flying. This covers about forty hours of instruction with an expert instructor, who is a graduate of a Gosport School for Instructors. Then the student is ready for his first check ride, and this with the flight commander of his flight.

Flight two, as all other flights, boasts of having the best instructors on the field. The personnel of the instructors is as follows. Lieut. Harris C. Roberts, Flight Commander, Lieut. Charles A. Likins, Assistant Flight Commander, Lieut. James H. Fields, Lieut. P. O. Johnson, Lieut. Hez. McClellan, Lieut. Raymond C. Lewis, Lieut. Warren R. Carter, Lieut. Stanton Weissenborn, and Lieut. Ernest Allison.

## FLIGHT No. 3

Flight No. 3, flying from Hangars 13 and 14, was organized on January 3rd, 1919 for the purpose of teaching the Gosport or all-through system, which was formerly originated and taught at Brooks Field. This system is being used throughout the country at present, and has proven most efficient in schooling cadets in the art of clever piloting.

The instructors are all Brooks Field graduates, having taken the course after completing ground school and primary training at the following places:

Lieut. B. E. Gates, Urbana, Ill. Love Field, Dallas, Texas; Lieut. A. B. Wise, Berkeley, Cal. Mathers Field, Sacramento, Cal.; Lieut. McClain, Berkeley, Cal. Mathers Field, Sacramento, Cal.; Lieut. Byrne, Berkeley, Cal. Kelly Field, San Antonio, Texas; Lieut. Stoekle, Austin, Texas, Kelly Field, San Antonio, Texas; Lieut. Page, Cambridge, Mass. Love Field, Dallas, Texas; Lieut. Fagley, Austin, Texas; Wilbur Wright Field, Dayton, Ohio.

Flight No. 3 consists of the following personnel: Eight instructors, forty cadets, ten ships and Flight Commander.

In No. 3 picture, reading from left to right, are the following:

Lieutenants Charles H. Dundore, Walter A. Byrne, Albert I. McClain, Wilbur M. Fagley, Henry L. Page, Thos. P. Kane, B. E. Gates, Charles H. Stoekle, Andrew Boyd Wise.

## FLIGHT No. 4

Flight No. 4 flies from Hangar No. 15. This flight has 35 cadets and 8 instructors.

LIEUT. F. A. BARBER: Received primary training at Rich Field, Waco, Tex. Instructor at Rich Field until sent to Brooks Field for Gosport instruction. Also instructor at Brooks Field. Came to Kelly Field with about 250 hours' credit.

LIEUT. P. H. NIBLACK: Primary training received at Rockwell Field, San Diego, Cal. Sent to Camp Dick, Dallas, Texas. From there transferred to Brooks Field to take the Instructors course. Spent several months in Scott Field, Ill., as an instructor. From there went to Garden City; thence to Eberts Field, Arkansas. Came to Kelly Field with about 350 hours of flying time.

LIEUT. L. M. MILLER: Cadet at Wichita Falls, Tex. Transferred to Brooks Field by way of Camp Dick, Dallas, Texas. After receiving the Gosport instruction went to Eberts Field, Ark., as an instructor. Kelly Field received him with about 350 hours to his credit.

LIEUT. C. H. AMES: Preliminary training received at Mathers Field, Sacramento, Cal. Took the instructors course at Brooks Field, at which place he also instructed. Transferred to Kelly Field from Brooks. His time totals about 250 hours.

LIEUT. M. L. DAVIES: Another product of Mathers Field, Sacramento, Cal. Took the Instructors course and also instructed at Brooks Field. Sent to Kelly Field from Brooks. He has about 250 hours of flying time.

LIEUT. BILLY WILSON: Primary training received at Mathers Field, Sacramento, Cal. Transferred to Kelly Field after taking the Gosport instruction at Brooks Field. He has about 200 hours to his credit.

LIEUT. L. A. WALTHALL: Hails from Love Field, Dallas, Tex. Transferred to Brooks Field with a stopover at Camp Dick, Dallas, Tex. Instructed at Scott Field, Ill. Sent to Kelly Field with about 275 hours.

LIEUT. J. E. WILLINGHAM, Flight Commander.

In picture, from left to right:

Top row—Lieut. Billy Wilson; Lieut. C. H. Ames; Lieut. M. L. Davies; Lieut. L. A. Walthall; Lieut. L. M. Miller.

Lower row—Lieut. P. H. Niblack; Lieut. J. E. Willingham; Lieut. F. A. Barber.

## FLIGHT No. 5

Flight No. 5 was organized at the time the system of instruction of cadets was changed from the old progressive "stage system" to the Gosport or "all-through" school. At this initial appearance its student personnel was composed of officers undergoing flying instruction. After the great "shakeup" upon the signing of the armistice, it was disbanded for a few days and reorganized with cadets as students. It is at present struggling along under this organization daily flying its entire thirty-six students and takes pride in the fact that not one has ever been tried and found wanting.

The officers who make up the flight are:

LIEUT. C. P. MUELLER, O. I. C., who graduated from the S. M. A. at Berkeley, Cal. February 16th 1918, and received R. M. A. at Kelly Field. He was an instructor on the 2nd Solo stage for a short time and then was sent to the Instructors School at Brooks Field. Upon finishing he was returned to Kelly. Although he has been officially in charge only since December 18th, he has been acting Flight Commander since November 14. Lives in San Antonio.

E. J. MORRESSEY: Graduated from the S. M. A. at Austin, Texas, and took all of his flying training at Scott Field. He was assigned as an instructor to Kelly Field on October 12th, and since that time has been on the Dual stage and Flight No. 5. He lives at Harmon, Illinois.

C. L. HEWETT took his training at the S. M. A. at Cornell, and the Chanute Field at Rantoul, Illinois. He went through the Instructors School at Brooks Field, and was sent to Ebbets Field at Leno, Ark. as an instructor October 3rd. He remained there until he was assigned to Kelly on February 10, 1919. His home is in Syracuse, N. Y.

J. P. HARRIS is a graduate of Berkeley, Rockwell and Brooks Fields. From Brooks he went as an instructor to Ebbets Field where he remained until he was assigned to Kelly on February 7th, 1919. He was assigned to the Flight on February 10th, 1919. His home is in San Antonio.

R. W. MACKFY graduated from the S. M. A. at Princeton and took his R. M. A. at San Diego. He was sent to the Instructors School at Brooks Field, finishing there January 9th, 1919. He was assigned to Kelly January 14th, 1919. Home is in New Westminster, B. C.

H. M. SHIELDS is a product of the S. M. A. at the University of Illinois and Carruthers and Brooks Flying Fields. He finished at Brooks January 7th, 1919 and was at once assigned to Kelly. Lives at Brookville, Pa.

G. D. CRANDALL took his R. M. A. at Love Field, Dallas, Texas, and went through the Brooks Field Instructors School. He was assigned to Kelly Field November 25th, 1919. Lives in Farber, Mo.

H. G. Crocker is a graduate of the S. M. A. at Berkeley, California, and took his R. M. A. at Carruthers Field, Fort Worth, Texas. He went through the Instructors School at Brooks Field, and came from there to Kelly. His home is in Lisbon, S. D.

#### FLIGHT No. 6

In picture reading left to right  
Lieut. Wakefield, Lieut. King, Lieut. B. F. Bockenfeld, Lieut. Funk, Lieut. Cameron, Lieut. Hinkley.

Flight Six was organized the early part of January. It has its home at Hangars 19 and 20. It is one of the five flights using the all-through system of instructions.

Flight Six has an unusually interesting personnel. It is under the direction of Lieut. B. F. Bockenfeld, Flight Commander, with a corps of seven instructors, no one of whom is over 28 years of age.

LIEUT. BOCKENFELD was born in Quincy, Ill., 24 years ago. Two of those years he has spent on Kelly Field, having helped to erect the first tent here. He also received his training here.

LIEUT. MORTIMER BROWN CAMERON is a native of Canisteo, N. Y., where he was born 24 years ago. His flying training was received at Park Field (Memphis, Tenn.) and Brooks Field, San Antonio. In civil life he was a mechanical engineer.

LIEUT. DERT E. HINKLEY is a Texan, claiming Brownsville as the place of his nativity. He is 22 years of age. His training has been done at Brooks and Kelly Fields.

LIEUT. EIMO G. FUNK who first "took the air" in Rossmount, Nebraska 22 years ago, was trained at Mather Field (Sacramento, Cal.) and Brooks Field.

LIEUT. WELL R. KING is a native of Muscatine, Iowa. He is 25 years of age and received his training at Mather and Brooks Fields.

LIEUT. BURTON W. PEABODY originated in Saigent, North Dakota, 28 years ago. He is a product of Kelly Field.

LIEUT. ROBERT D. WAKEFIELD started life in Eureka, Kansas 28 years ago. His training was received at Southern Field (Americus, Ga.) and at Brooks.

At the time of this writing, Flight Six is honored by having on its roster the name of the Commanding Officer of the Flying Department. A former All-American half-back is now training here. One searching for a lawyer, a financier, an author, a geologist, a ranchman or a farmer would find each of them here.

The Cuban students assigned to this Flight form an interesting group. These officers and cadets have been sent by their Government to learn flying in the United States as a nucleus for the Cuban Aviation Service. On completion of their course here, they hope to be assigned the duty of piloting Cuban Government seaplanes from this, the country of their manufacture, to the shores of their own land.

Taken all in all, those who are fortunate enough to be assigned to Flight Six think that it would be hard to find a better place to train.

#### FLIGHT No. 7—CROSS COUNTRY

Flight seven, formerly the cross country stage, is now the oldest of the flights. It was organized during the fall of 1917 a part of the original Kelly Field Flying School, and was under the command of Lieut. Roy N. Francis. At that time the stage gave three straightaway trips, to towns thirty to forty miles from the field. The flights were made chiefly by map the student following a railroad to his destination.

After Lieut. Francis left the stage, the work was carried on in turn by Lieut. Kriall, Sutton, Haley, Copsey and it is now in charge of Lieut. Samuel H. Davis. The course was gradually changed and increased. The work at present is done entirely by compass and map, each student figuring out his course on each trip with careful consideration of the wind direction and velocity, compass variation and duration and the speed of his machine. The course consists of two seventy five mile straightaways and three triangle trips, of thirty to forty miles to the leg. The ships fly these trips, totaling over thirty five hundred miles, each day.

The flight has an organization of instructors comprising six of the oldest in point of service, and most experienced pilots of the field, each having as his separate work one of the special duties of the stage. Lieut. Davis is in command, Lieut. F. F. Watson acting as his assistant. Lieut. Norman Brophy cares for the engineering work of the stage, watching the condition of the ships and the repairs on them, Lieut. Asp is aerial navigation officer, checking the work of the students on making their maps and figuring their courses. Lieut. M. D. Smith and Joseph Drake are trip pilots assisted as necessary by any of the other instructors. The present system has been recently perfected by Lieut. Davis, and he bids fair to carry the flight on to an even greater efficiency, continuing the record of the flight of always doing its share, as a part of the American Air Service.

#### FLIGHT No. 8

Flight No. 8 the old Formation Stage began operations June 7th, 1918, with Lieut. Edwin Burge in charge, and with Lieut. George A. Cary, assistant. To these two men must be given the credit for organizing the stage which has gained Kelly its reputation for formation flying.

The formation work gives the finishing touch to the cadets turned out at the field, and is by far the most spectacular part of the primary training. In spite of the apparently dangerous character of the work there has been but one accident since the stage opened. During this time over a thousand men have received instruction. With the coming of the Gosport system the stage was rechristened Flight 5 and will survive as such.

The present personnel consists of:

LIEUT. ROBERT F. GOODYEAL, O. I. C. He is the last of the old crowd. He transferred to the Air Service from the First Training Camp at Fort Root, Arkansas. He graduated from the S. M. A. at Austin, Texas, and was sent to Rockwell Field, for flying training. Was sent as an R. M. A. to Kelly Field for the Instructors course. Assigned as Instructor April 24th, 1918, to the R. M. A. field at Yutural. Assigned June 20th to the Formation stage where he has been ever since. In civil life he was a law student—and will be again. Home address, Watseka, Illinois.

LIEUT. E. V. HARBECK, A. O. I. C., enlisted in the Engineers May 8th, 1917 and transferred to the Air Service September 5th, 1917. He graduated from the S. M. A. at Champaign, and came to Kelly for his flying. Finished the Instructors School here. Has been on Dual R. M. A. (both fields) and the Formation stages. He came to Formation January 2nd, 1919. Entered the Army from College. Lives at 66 W. Oak St. Chicago.

LIEUT. J. F. McNAMARA, graduated from the S. M. A. at Cornell. Took all his flying at Kelly. Has been an instructor on the R. M. A. fields. Assigned to Formation January 6th, 1919. Also from Chicago.

LIEUT. J. E. MORKESSY graduated from the S. M. A. Champaign December 13, 1917 and was sent to Kelly for flying training. He has served on Snake Field, Cross Country, and the Formation Stages. Was assigned to Formation January 6th, 1919.

Others who have instructed on the stage are: Lieutenants M. D. Smith, Walter Scott, Vincent Meloy, Frost Woodhull, J. J. Wharam, E. G. Funke.



## THE INSTRUCTORS SCHOOL.

The purpose of this school is to graduate instructors who are fully competent to instruct well and correctly in all branches of flying and who can turn out students of a uniformly high standard as pilots and flying officers.

The work is not to be considered as a short course of hours in the air thru which any pilot can be pushed, but as a school for the selection and training of pilots who will be best fitted for the exacting and difficult work of instructing cadet flyers.

In view of the fact that the present system of training demands the very best instructors and relies to a great extent upon the instructors' ability and judgment, it is self-evident that too much care cannot be exercised nor too great an effort made to turn out only instructors of the very best quality.

The School is being organized under the direction of Major Russell, Officer in Charge of Flying, with the assistance of Major Walton, who has recently been ordered to Kelly Field for duty.

The Instructional Staff consists of the following officers: Lieut. Van J. Weaver, Flight Commander and Lieuts. Boggs, Cover, McClellan, Johnson, Eldridge and Gayton, Instructors. These instructors have all had considerable work instructing cadets, and are all graduates of the Instructors School of Brooks Field, where they were retained on account of their ability to act as instructors in the Instructors School.

The Instructors School will start operations at once and expects to turn out graduates in the near future whose ability will be in keeping with the reputation of Kelly Field as a Flying School.

## THE HEADQUARTERS FLIGHT

Headquarters Flight is composed of a Flight Commander and three Testers, one Flight Sergeant, one Trouble Shooter and Inspector, a Record Clerk, a Timekeeper and eight Crew Men. The Flight Commander, Lieut. F. S. Estill and the Testers, Lieuts. P. A. Smith, A. M. St. John and Travis Bailey are all men with practically a year's flying experience at Kelly Field and officially credited with from 250 to 800 hours flying. The enlisted personnel of the Flight is practically without exception experienced and efficient.

The Flight Commander, LIEUT. ESTILL, entered Ground School at Austin, Texas, in June, 1917, finishing with the sixth class. He came to Kelly Field for flying training on August 20th, at which time the school consisted of three instructors, thirty cadets, and three or four training ships. In December of the same year, he completed the course for the rating of Reserve Military Aviator and began instructing in January, 1918. Under the old system of instruction, he instructed on Dual, Primary and Aerobatic Stages and on the inauguration of the Gosport Course, was assigned in Charge of Headquarters Flight.

LIEUT. PAUL A. SMITH, entered Ground School in the same class with Lieut. Estill and both completed their Ground School and flying training at the same time. Lieut. Smith has instructed at Kelly Field on Dual, Aerobatic and Gosport Instruction Stages, besides having been for some time in charge of the 322d Aero Squadron and also of the Linen Cover Surface Shop of the Engineering Dept.

LIEUT. A. M. ST. JOHN, has the distinction of being the smallest and at the same time one of the most skillful flyers on Kelly Field. He enlisted at Memphis, Tenn., and was called to Ground School in September, 1917. On finishing there in December he was sent to Kelly Field for flying instruction and has since instructed on Dual, Cross Country Stages and Headquarters Flight.

LIEUT. TRAVIS BAILEY enlisted in August, 1917, entered Ground School in January, 1918, and Flying School in July. He has instructed on Primary Solo and Aerobatic Stages and Flight No. 2 and Headquarters Flight.

Unlike the seven other flights on the Field, Headquarters Flight does not do any instructing work. It is primarily a testing flight, designed to keep a check on the work of the men who go through the school. Its chief duty is to test the flying ability of men completing the course of instruction, in order to determine finally whether or not they are qualified to receive their rating as Reserve Military Aviators. The test given is necessarily a thorough one covering practically all the various maneuvers in which the Cadet has received instruction. It includes landing and taking off, banking and figure eights, forced landing, tail-splines, loops and Immelman turns, spirals, slips, skids, stalls and general flying ability. If the Cadet completes the test satisfactorily he is recommended for the R. M. A. rating; otherwise he is either sent to a flight for additional instruction or in exceptional cases taken off flying.

In addition to this final test, Headquarters Flight tests men whom the various flights have found to be weak students, and determines their fitness to continue flying. From time to time also, instructors on other flights and newly assigned instructors are given Check Rides in order to furnish a record of the character of their work. Finally it is the duty of the Flight to set the course that is to be flown around the home Field, and during bad weather to call off flying. In the performance of these duties, Headquarters Flight enables the School to keep a constant check on its own work and keep up the flying standard of Kelly Field graduates.

## THE AEROBATIC STAGE

Officer in Charge Lieut. J. L. Whitney; Instructors Lieut. L. W. Jurden, Lieut. W. S. Reilly, Lieut. G. S. Turrill, Lieut. R. B. Roberts; Timekeeper Sgt. F. W. Hart.

On June 3, 1918, the aerobatic work at Kelly Field was organized as a stage and a certain amount of aerobatics required of all Cadets. The old JN-4 Deps were put into use and have served their purpose well ever since. The first officer in charge was Lieut. A. A. Adams. Of the original group of instructors Lieuts. Lievre, Clayton, Shaffer, Dorsett and Chandler were ordered overseas. Lieut. Copecy was recently discharged and Lieut. Whitney is the only one left. The stage was always popular with Cadets and flying instructors from other stages who often came over for joy rides. During its history this stage has graduated 825 students with but one fatality.

Under the new Gosport system of training the aerobatic stage will be discontinued. In fact, it is now graduating its last class of cadets under the old school.

The following officers have instructed on the stage during its history, and the first five have been in command:

Lieutenants—A. A. Adams, L. W. Shaffer, J. L. Clayton, W. L. Shaffer, J. L. Whitney, J. B. Larkin, J. C. Greer, W. L. Dorsett, R. L. Copecy, L. T. Chandler, J. W. Schroeder, P. W. Waisen, Tom Penny, W. Scott, M. Tiller, G. E. Christie, D. F. Bailey, W. D. Conner, P. A. Smith, W. L. Spalding, J. Peters, E. McDonald, M. B. Millard, W. S. Reilly, F. Estill, A. G. Stanton, G. S. Turrill, L. W. Jurden, C. D. Sherry, R. M. Koss, R. B. Roberts, J. J. Whelan.

## THE SALVAGE DIVISION



Capt. CRAWFORD

**T**HE Salvage Division of the Flying Department was organized in May 1918. Prior to that time, the Salvage Officer had existed merely as a record branch with no attempt to reclaim serviceable parts of wrecked Planes or Motors.

On May 16th Captain L. R. Crawford, A. S., M. A. was detailed as Salvage Officer with a crew of 15 men and started the work of reclaiming old wrecks in Hangar 5. At that time there were the remains of 58 wrecked planes stored in various parts of the field, dating back to the summer of 1917. With these were included 47 old Motors.

These wrecks were in various stages of demolition and the parts were gradually collected in Hangar 5. The crew was divided into two sections, one on Motors, in charge of Corporal Sidney L. North, Squadron "E", and the other on Planes, in charge of Sgt. Leigh P. Smith, Squadron "C."

All serviceable parts of wrecks were sorted into bins and reissued to the Engineer Department as needed. The resulting junk was classified according to material stored in bins, weighed and delivered to the Reclamation Division of the Quartermaster for disposal.

In addition to the old wrecks, up to July 30th 40 other wrecked Planes were handled in addition to 24 new Motor

wrecks. This was during the period of intensive training and the Salvage crew was averaging a ship and a half a day. During this period the approximate value of serviceable material turned back for use averaged \$7,000.00 a month.

In July, the needs of the Flying Department made it necessary for the Salvage crew to move out of Hangar 5, but the work was continued in the new steel Hangar 15 D.

With the signing of the Armistice and consequent lack of necessity for such intensive training, also the gradual development of the factor of safety by the Flying Department, the work of the Salvage men has gradually fallen off. The Salvage Crew has passed out of existence as an Operating Department. The actual work of stripping the Planes is now carried on by the Engineer Division. The salvaged material is no longer stored for reissue by the Salvage Crew but is turned in directly to the Supply Officer.

Some interesting comparisons can be made from the records of the Salvage Division. Out of 138 wrecked planes handled to December 30th., 41 Motors were repaired and returned to service. Since July 30th, the number of wrecked ships handled has been reduced 50%.

Captain L. R. Crawford is a graduate of the first Officers' Training Camp at Fort Oglethorpe, Ga. He has been on duty at Kelly Field in the Flying Department since November 21st, 1917, as Assistant Engineer Officer, Maintenance Officer, Salvage Officer and Inspector. He is a native of Philadelphia, Pa and served in the Philippine Islands with the 13th U. S. Cavalry.

### LIST OF OFFICERS THAT HAVE BEEN ASSIGNED TO THE ENGINEER DEPARTMENT

Lieut.-Colonels—Drennon, L. H. Majors—Decker, M. M., Harmon, H. R., Roswell, I. E. Captains—Bagnell, Edgar W., Becker, William R., Cano, Bernard M., Cotting, Chas. E., Crandall, Winfield R., Gerard, Alfred O., Kenyon, William S., Palmer, Dana, Robertson, Harry B., Wheeler, Chilton F. 1st Lieutenants—Davis, H. K. R., Dissette, John W., Edwards, Paul N., Fourn, Wm. E., Gilbert, C. J., Goodenow, Rufus K., Green, William W., Hamlin, C. R., Hussell, Lellor E., Jaqua, John G., Lanthan, Thos. J., Luehlein, John M., McCarr, Clarence G., McCahill, S. M., Martin, Chas. N., Nicholls, Geo. A., Noel, Olen W., Padgett, Frank A., Schreiner, Scott, Silbeck, Holmer R., Smith, Lowell H., Smith, A. V. E., Stanly, Frank L., Thayer, Charles G., Van Rieken, Mathew N., Weidman, O. L., Weddington, Harry, White, William J., Wilson, R. D., Yates, James W. 2nd Lieutenants—Andrew, Paul F., Brooks, Thos.

L., Bruton, David B., Hushnell, Sherman W., Calhoun, Benjamin C., Carroll, Thos. J., Catching, H. H., Chase, Oscar E., Conner, H. G., Cooper, H. H., Cowan, Frank P., Conway, W. E., Jr., Crane, Lester B., Craig, E. A., Given, Herman F., Duncanson, Donald, Eireger, Chas. J., Frank, G. M., Franklin, Albert W., Gardner, R. H., Goode, Austin E., Griffie, Jan. H., Hauman, E. A., Harwood, Wallace B., Hunsberger, E. S., Hawk, Horace G., Higgins, L. S., Hills, Lawrence, Holmud, Gilbert E., Hope, Wilbur, Johnson, Ray L., Keeler, P. B., Kicklighter, Chas. H., Kincaid, Franklin P., Kirby, Geo. P., Kite, Warren P., Lauer, Geo. N., Lewis, Frank B., Lipscombe, W. H., Longstreth, Walter W., McCreson, Howard C., Mills, Nile E., Hinokio, K. N., Noonan, David, Owen, Ralph C., Parry, Grenway, Phillips, L. L., Potter, Mack L., Remann, Benj. C., Robison, Ralph T., Rule, William G., Seebick, Frederick, Shoemaker, Louis J., Scarborough, William E., Slatery, John W., Smith, Paul E., Smart, O. N., Speed, William G., Stoll, Henry H., Vossburg, Rodden, Watson, C. O., Worthington, John A.

### FLYING DEPT. FIRE DEPARTMENT

One of the most important organizations in the Flying Department is the Fire Department.

It is thru efficient organization and personnel that this field has no record of fires. Since the appointment of 1st Lieut. Edward Schumacker, U. S. G. U. S. A. as Asst. Fire Marshal, the entire Department has been reorganized. New apparatus has been built, fire alarm system installed, also an up to date annunciator system. All this work was performed by the members of the Fire Department with but very little material drawn from the supply officer. This system is so complete and efficient that the fire chiefs of different cities of Texas made a special trip to the Flying Department from San Antonio to inspect it, and they expressed their admiration of this Alarm System.

The Personnel of this department has been through the fire school of San Antonio, which is under the direct supervision of Mr. A. G. Goetz, Chief of the San Antonio Fire Department. There the men are required to go through a strenuous course. If the man cannot stand this he is relieved and another man detailed in his place.

Equipment consists of One "Reo" combination Hose and Chemical truck with a complement of 7 men, One "Reo" combination Hose, Hook and Ladder truck with a

complement of seven men, One Harley Davidson Motorcycle with side car for the Asst. Fire Marshal. One motor cycle diver.

Daily drills are held, where the men are required to respond to a "still" alarm at a certain building. All commands are by arm and whistle signals. Drills are also held at least once a week at night.

This Department has been called on four occasions to Kelly Field No. 1 fires and demonstrated its efficiency. On one occasion it has worked side by side with the San Antonio Fire Department at the Kelly Town fire. Here the training was remarkably shown and all Departments worked as one, regardless of city or military fire apparatus.

Every building in the Flying Department is inspected daily by the Fire Department Inspector, Pvt. R. S. Cross, a veteran fireman and inspector, of Colorado Springs, Colo. A weekly inspection is made by the Asst. Fire Marshal and the fire regulations are enforced.

The Fire Department is proud of the record it now holds, this clearly shows that fire prevention is the secret of fire protection. However credit is given to the officers and men of the Flying Department for the cooperation with the Fire Department in eliminating all fire hazards.



## THE KELLY G. O. T. S.

**T**HE Kelly Ground Officers' Training School was organized about September 15, 1917, partly thru the efforts of Major Scott, then Captain. The need of such a school equipped to turn out Supply and Engineer Officers and Adjutants, was then very striking, as there were at Kelly Field at that time about 12,000 enlisted men with but 25 officers. This Ground School was the only one in the country at the time and it is therefore aptly termed "Father of Ground Schools."

The school was at first conducted at Kelly No. 2, but about December 20 was moved to No. 1, occupying the building now used as Post Headquarters. Major Harmon was the first Commandant. He was in turn succeeded by Major Diennan and Lieut. Col. A. L. Fuller. The curriculum was made up by Lieut. Noyes, Lieut. Cassidy, M. Donohue, Messis, Murphy and Harring, and prepared under the direction of Capt. Scott. Lieut. Sanders was Commandant of Cadets, and Lieut. Cook in charge of academic work.

Following is a partial list of G. O. T. S. Staff and Instructors.

Lieut.-Col. A. L. Fuller, Commanding Officer; Major Diennan, Commanding Officer; Lieut. Joseph W. Noyes, Adjutant, Allman, Executive Officer; Murphy, E. A., in charge of instruction; Lechiv, Gas Engines; Shillinger, Magnetics; Van Allman, Carburetors; Imhoff, Metals; Brownback, Alplances; Bilker, F. G., Machine Shop; Benedict, Engine Lab.; Demer, P., Demonstrator; Dobbins, A. C., Truck Driver Instructor.

Cassidy, H. P., Military Law, Court Martial Procedure; De Forest, John, Duties of Squadron Commander; Turpin, P. P., Duties of Adjutant, Military Correspondence; Arnold, Wellington, Field Service Regulations, Interior Guard Duty, Infantry Drill; Merrick, A. F., Gas Engines; Brownback, H. L., Machine Guns, Air Plane Nomenclature; Able, George R., Property Accountability; G. M., Manual Q. M. Forms; Stauffer, S. H., Sanitation and Hygiene; Morches, Capt. H. L., Army Regulations, Birdsall, C. A., Ordnance; Devers, J. M., Supply Officers; Gallagher, Chas. D., Photography; Sharen, F. W., Photography; Jiskra, J. B., Transportation, Reper, Geo. M., Mess Officer; Harring, N. H., Customs of the Service; Pirisky, Joseph, Military Tactics.

Caddagan, Army Regulation, Donohue, Infantry Drill Regulation; Nevin, Aeroplane Nomen; Nevin, Machine Gun Nomen; Jiskra, Transportation; Reclor, Squadron Commander; Hansberger, Gas Engine Nomen.

Few, if any, of those fortunate enough to have attended this famous Ground School will ever forget the strenuous days of laborious but wholesome life, that crowded one upon the other, while the newly uniformed cadet was being miraculously transformed from an ambitious civilian to an Officer of the Aviation Section. From "Reveille," at 5:20 A. M., until "Taps" at 10:00 P. M., not an idle moment was possible. Accordingly, there were few opportunities for becoming homesick, or dreaming about the bars that would soon adorn the uniform. The serious Cadet had work enut to keep him busy during the entire

eight weeks of the course, and he could not afford to be unoccupied.

Many courses were crowded into these few weeks, and the entire training comprised 272 hours of classes, ranging in number from 3 hours of signaling to 60 hours of Infantry Drill. Some of the more important courses follow:

Military Law, Manual Interior Guard Duty, Military Hygiene, Procedure of Court Martial, Int. Drill Regulations, Army Regulations, Infantry Drill, Sanitation, Duties of Squadron Commander, Aeroplane Nomenclature, Signaling, Transportation, Machine Gun Nomenclature, Duties of Adjutant, Military Correspondence, Engine Nomenclature, Duties of Supply Officer, Oil, Gas & Tires, Mess Organization, Motor Truck Nomenclature, Customs of Service, and Calisthenics.

Military drill was the most dreaded of all. This was due chiefly to the sea of dust that swept Kelly Field at that time and made tramping and drilling of any kind far from comfortable. The Field had not been much developed at that time, and the ground in some sections was covered with a foot of dust. Wearing handkerchiefs over the mouth while drilling was a common practice, and after even a five minute session on the drill ground a bath and thorough clean-up was unavoidable. The drill master was an exceedingly capable instructor and it was usually agreed that the Cadets at the G. O. T. S. learned more drill in a few weeks than was ordinarily the case elsewhere. Sgt. Michael Donohue soon acquired a national reputation as a drill master.

The Mess was "par excellence," and in many cases instrumental in preventing a first or second week Cadet from resigning and returning to the life of a private or Private.

The 6th Class held a graduation dinner at the St. Anthony Hotel on December 7, 1917, which was very successful. J. B. Jiskra acted as toastmaster, and attractive souvenir programs were prepared for this occasion.

Toward the end of 1917, the course was shortened from eight to seven, and then to six weeks. Excellent material for officers was being constantly turned out, but official orders came on January 10th to close the school, and that was done January 12th, 1918. At that time, the School was turning out Supply Officers, Adjutants, and Engineer Officers. It was felt that such officers should be graduated from specialized schools, and therefore the Cadets then at the School were transferred to Universities, for specialized training, according as their civilian occupations best fitted them. The last class entered the G. O. T. S. on January 5, 1918, and after one week at the School, was scattered, along with other ungraduated classes, to the following schools: Mass. Institute of Technology, for Engineer Officers' Course; Ohio State University, for Adjutants' Course; and to the Georgia Institute of Technology, Atlanta, for Supply Officers' Course.

Thus came to an end the first Ground School in the country, and one that trained some of the finest officers in the Air Service.

# GROUND OFFICERS' TRAINING SCHOOL

## KELLY FIELD

### CLASS No. 1. NOVEMBER 7TH 1917.

Anderson Roy W. Andrews, Horace A. Bates, Claude E. Bryan, William H. Bagley, Harvey A. Clark, John R. Crumley, Albert A. Dewey, John C. Jr., Duenwig, Paul S. Dumas, John H., Edmiston, Robert E. Farr, Frank R. Felket, Carl T., Florian Erasmus A. Gallagher, Augustus, Gilbert, Frederick B., Graham, Richard M. Crosevevor William, Guttekunst John G. Haugen, Lawritz G., Hencky, Ernest R., McLaughlin, James F., Mitcalf, Penrose B., Norton, Charles B., Reece, Henry E., Rector, William G., Rooney, Bernard P., Rutledge, William M., Schlesinger, Louis W., Walters, Onno V.

### CLASS No. 2 NOVEMBER 10TH 1917.

Baker, Fenton J., Bell, Dan M., Billinger, Alfred R., Bowers Robert E., Chapman, Max, Clark John M., Corfman Stanley A., Crawford Chester T., Davis, Theodore P., Day, Clifford T., Fisher, Edward C., Gaines, Francis S. Goldsmith, Reginald M., Gibbs, Augustus P., Garrett, Pearson B., Graham Palmer H., Gray Alexander B. Harthorne, Hugh Jr., Heyniger, Charles L., Horner, Galen B., Howard, George F., James, John A., James, Ashby M., Johns, Clarence E. Know, John C., Lindeman, L. E., Looney, R. D., Lucas Clive O., McCandless, Joseph H., Melton Heath A., Neal, Turner B., Oliver, Clarence, Rockwell, James W., Rogers, Roland H. Ross Zeno C., Sanborn, Raymond C., Scruggs Ross G., Schreiner Scott, Smith, Lloyd M., Thompson, Charles H., Tilton, John K., Tounley, Wheller E., Turpin, Paul R., Westmoreland, Horace A., Wade, Charles W., Wooley, Charles W.

### CLASS No. 3, NOVEMBER 17TH, 1917.

Alden Joseph B. Burke William W., Camerer Alfred A., Dekay, George H., Dickinson, Raymond S., Donnelly, Walter J., Elliott, John S., Fair, James C., Fitch, William P., Francis James W., Garrett, William G. Jr., Gwin George H., Hampton, John K., Hardin Lorraine G., Hauser, Stanley F., Havas, John B., Horner, Meyers B., Howell Roy W., Irvin Joseph E., Kibler Luther W., Koch, Theodore W., Kriiser John S., Lee, Robert E., Leachman, Nath L., Lind, Arthur G., McGee, F. C., McKean Monzo T., Mallery, Ralph C., Marks Stanley D., Marsey, Robert L., Neglev, Richard V. W., Pye Harvey N., Ream, Lester F., Sloan Joseph C.

### CLASS No. 4. NOVEMBER 24TH, 1917.

Allan, Wylie B., Babcock, Dan, Baxter, John H., Bayhon Wenceslao, Burnett, Robert, Carter, Champe G., Chapin, Frederick J., Clark James C., Clinton Charles K., Cock, Louis R., Culp, Henry S., Cunningham, George A., Crysler, William N., Devant Phillip E., Dean, John R., Elliott, George L., Frye, Edmund B., Galt, John M., Gantler, Jefferson D., Glupt, George G., Haile, William A. Jr., Hare, Henry P., Hays, Maurice E., Henricks Walter B., Hubbard, Gilvik, Iselt Robert P., Jernigan, John A., Joyce, William B., Kendall, John H., Kenyon, William B., Kindred, Wendall H., Lyons Thomas B., McCord, Oscar P., McPheters Chester J., Maddox, Webb, Miller, Daniel E., Nix, Joe L., Patterson, John P., Peterson George S., Petrie, Arthur J., Powell, Halford W. H., Proctor, David C., Sauter Raymond J., Saenger, Robert Jr., Sammons August B., Schweser, Harold G., Smith, Sam J., Smith, Granville M., Stone Sam V., Wortman, Arthur D.

### CLASS No. 5. DECEMBER 1ST 1917

Abley, James R., Becker, Alvin L., Barrett, George H., Bordenaux, August E., Clyce, Wallace P., Connolly, Francis A., Dickson, Charles M., Drew, Lionel E., Engle, Aubrey J., Engle, George M., Fagan Paul L., Gibbs, William R., Gillard, Franklin W., Johnson, Charles C., Kiefer, Chauncey T., King Royal W., Leah, Walter H., McEachin James S., Murchison, Thomas F., Nelson, J. Prewett, Randall, Joseph F., Ruet, Don, Stanley, Eben, Taylor, David, Thomas, Sydney T., Wide, Roy S., Wilcox, Albert M., Wright Bidwell A., Wright, Wilbur F., Zachry, Willis K.

### CLASS No. 6. DECEMBER 8TH 1917.

Allison, Wallace M., Barnes, Frank W., Bates, William P., Beck, James M., Black John R., Buttner, Charles E., Campbell David S., Cobb Cleveland, Cramer Joseph M., Crawford, Jefferson, Davis, Henry K., DeForest, John, De Golyer, George O., Dennis Clyde G., Doyle Patrick J., Florian, Charles H., Gilbert, Howell, Griffiths, Wybro B., Hodges, Marvin D., Howeltt Robert, Ingram, Emmett L., Kiefer William R., Kion, Elias La Belle, Claude A., Macrae, George W. Jr., Matherson Joseph McAuley, Benjamin F., McGoldrick, Francis M., Merrick Lester P., Mulford, Joseph M., Newhall Albert W., O'Connor Nicholas E., Old Jonathan W., Penix, William R., Powell, Harry C., Sides, Jacob S., Sloan, Charles E., Smith Charles M., Stuker, Taylor H., Vanmann Arthur W., Van Dyke Karl, Vorching, George W., Waite, Allen G., Westheimer, Ira E., Wicholt, Elmer F., Wilder Paul, Woods, Clarence J., Young George B., Young, William T., Zapf Walter J.

### CLASS No. 7. DECEMBER 15TH, 1917.

Arnold, Wellington, Baker, Herbert A., Bilker, Frank G., Boyd, Millard J., Dubier, Thomas S., Carroll John J., Cocke, Charles F., Conner, Clarence F., Diury, Aubrey, Dunning, Clifford A., Elbert, Robert G., Farabee, Joseph R., Fouts, Kenneth G., Fuller, Charles W., Grunewalt, Harold V., Hills Lawrence, Ingwersen Daniel R., Kautman, Jewett W., King Dal M., Lath John Clifford H., Loebhn, John M., Monteagle, Paige, Moon Leslie Neal, Guy O., Neyer, Joseph H., Osborn, George M., Parsell, Charles C., Porter, Harold J., Price, Cedric D., Roberts, Isaac W., Saunders, Russell V., Schluszel Jacob S., Staines, Thomas M., Steinberger, Robert, Turner, Harold W., Walton Harold L., Walton, Rudolph L., Warlow, Chester H., Waterman, Ira D., Williams, Ephal K., Woolfe Irving K.

### CLASS No. 8. DECEMBER 22ND, 1917

Belmont, Morgan, Beining, Herman W., Chapman Joseph P., Colman James I., Corn, Paul J., Cowdin John C., Cox, Sull R., Cutler Harold B., DeLacour, Harold F., De Veau George P., Emerson, Wilbur T., Frank, Graham M., Frilinghuysen, Frederick T., Gillet, Charles B. K., Gritts Frederick W., Hall Frank L., Hayman, Benjamin E., Helferman George P., Henderson Peter Hull, Kenneth D., Lefferts, Oscar L., Lewis, Frank B., Marvin, William G., McMichael Roscino S., McNeill, Bert, Miller George N., O'Connor, Kenneth A., Pearson Frederick H., Perry, Thornton T., Poor, Francis L., Pray Thornton C., Quick Austin T., Reid, Howell L., Roberts, Harry Jr., Shakelford, William T., Shaw, Charles G., Slattery John W., Smith, Charles R., Stone Frank H., Strong William M., Thornton, Ernest G., Tizott, Augustus K., Vaughan, Curtis V., Weighardt Robert A., Wells, Ray D., Weston, John C., Wilson, Harold D., Wredard John D., Zogbaum Harry St. Clair Shaw, Charles G., Leonard, Edgar W., Le Boutillicr, Thor.



## GROUND OFFICERS' TRAINING SCHOOL

CLASS No 9, DECEMBER 29TH 1917.

Babcock, Howard C., Baxter, John, Birdsall, Carl A., Borzynski, Felix, Bryant, Henry S., Bunting, Wade H., Caddagan, Cornelius H., Cassels, James H., Clark, James G. Jr., Cohen, Abe W., Crane, Percy T., Crawford, Daniel, Crowell, Howard H., Culpepper, Arthur M., Curry, Charles F., DeNio, Earl W., Diebel, Alfred J., Disher, Harry P., Dixon, Joseph F., Dohcny, Clifford J., Dencho, Mary T., Downs, Wilbur H., Elliott, William A., Good, Francis J., Haimel, Falk, Harwood, Herbert E., Hartington, Chas. P., Kennedy, James A., Kerr, Robert H., Knudson, Helmut A., Lockwood, Paul L., McClintock, Wilson S., McConnell, Walter B., Moore, Kenneth A., Murrow, Roy H., Neff, Clarence A., Noel, Olen W., Noiment, Edward D., Price, Kenneth G., Rice, William T., Roebbum, Charles, Scarborough, William F., Scribner, Warren F., Shurcliff, Bernard W., Stewart, Hyland P., Jr., Staley, Walter J., Sturgis, Henry S., Swann, Samuel D., Tuten, James A., Vail, Walter L., Jr., Willingham, Harris E., Wright, Edmund C., Young, Benjamin C.

CLASS No 10, JANUARY 5TH, 1918.

Allen, William L., Andros, Stephen O., Baldwin, Maurice B., Banks, Donald B., Brownback, Henry L., Cahill, Harold V., Carrington, George D., Chalaron, Chas. A., Churchill, Walter A., Coleman, George D., Craig, Edwin P., Croen, Herman F., Cromelin, Paul H., Crouse, Rush F., Crutcher, Melvin F., Davitt, James L., Denison, John W., Denton, George R., S. Foster, Roy W., Edwards, Paul, Fox, William L., George, Edgar F., Hind, Harry L., Holtz, Dennis D., Isaacs, Sidney, Jonsson, Roy L., Johnson, Victor H., Jones, Glenburn M., Kimball, Joseph S., King, Thomas E., Knowles, William H., Laws, Silas I., Lelloyer, Charles P., Lucke, Christian H. W., MacBey, John S., McCarthy, John F., McMahon, John B., McShane, Edward C. J., McSherry, Charles E., Newcomb, John A., Nitchke, Hilliare F., Pierce, Raymond C., Plurisian, Aaron, Putman, Willard S., Quirk, Justin P., Richardson, Ernest L., Rogers, Boynton R., Rosentfield, Harold, Ross, Glenn T., Shippy, Leo C., Slentz, Floyd G., Smith, Edson S., Snedecor, Howard T., Stockard, Lester N., Stouffer, Samuel M., Taylor, Floyd O., Tysowski, Joseph G., Wade, Andrew W., Walker, Clarence N., Walters, John E., Wratheis, Paul D., Wright, Norman H.

CLASS No 11, JANUARY 12TH 1918.

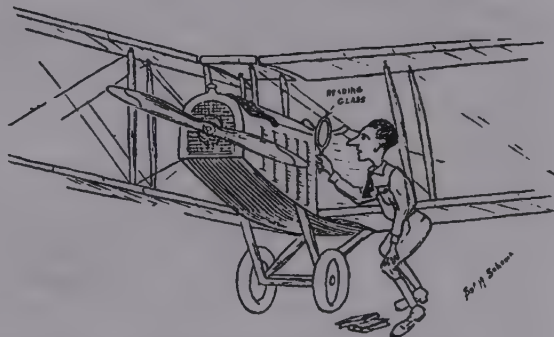
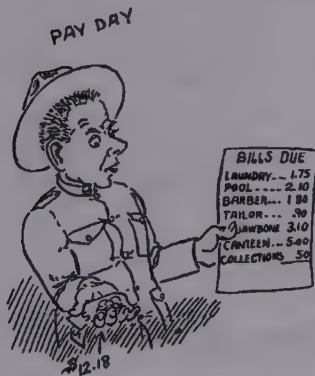
Aulmann, Robert C., Benjamin, Hamilton F., Bent, George M., Bougoine, Joseph J., Brady, Herman G., Byrne, John J., Cassidy, Holland M., Catching, Harry H., Charles, William H., Christena, Edwin E., Clark, Russell, Conway, William E., Crocker, Zenas Jr., Currier, Richard, Daiger, Chas. B. Jr., David, Earl, Devers, John M., Dick, Kenneth W., Duncan, Robert H., Dwyer, Daniel L., Flack, Harold, Foincy, Arrian H., Gilbert, Charles T., Greene, William, Griggs, Milton W., Hanauum, George H., Hansberger, Ernest S., Haver, George R., Hine, William H., Hurd, George N., Hurst, Edward, Jarratt, Charles R., Jones, Lewis D., Kelsey, James B., Kempter, Charles W., Kiesewetter, Edward W., Kilcup, Norman L., Lewis, Charles W., Lipscomb, William H., Lockmon, John Q., Mills, John K., Palmer, Harold, Perkins, George H., Radcliffe, Harry E., Rogers, Guy W., Russ, Frederick G., Shauk, Robert W., Shillingsford, George W., Smart, Oliver M., Stallenwerck, E. C., Straub, Von V. Street, Richard H., Teeple, Harry S., Valentine, Henry D., Van A'slyne, Charles G., Vonoecker, Ira B., Vaughan, George Glenn, Ward, Paul, Webb, Elmer C., West, William M., White, William W., Yassenhoff, Leo, Young, Clarence H.

CLASS TO ENTER DEC 31 1917 (INCOMPLETE)

Howard Baxter, Frank Bradley, B. Bunting, C. Benton, Norman Catteral, George Carthart, Joseph S. Carusi, Hubert Davenport, Charles Dorkey, Charles Denham, George Fisher, Jacob Fricicles, Edwin Gardner, Roger Gillis, Joseph Gonnardi, Frank V. Kelly, John Mansfield, John McCoy, O'Brien, Anson Parker, D. W. Stuart, Carl Schroedti, Charles Snackner, Robert Sutcliffe, "Sailor" Willard.

LAST CLASS TO ENTER G. O. T. S. JAN 5, 1918  
(INCOMPLETE)

A. W. Adams, F. W. Allen, Fred A. Behr, Roy W. Chilson, Menefee Clancy, H. O. Carroll, Edgar Driscoll, Edmund Fitzgerald, W. Hubbard Z. Z. Hugus, Byron Johnson, H. D. Kroll, Charles Nickie, Gerald Murphy, Dan Nugent, F. A. C. Smith, Paul Stanwood, D. Schulein, R. W. Strong, "Sam" White, Hill, Grover.



GRADUATE E.M.D. SEARCHING FOR THE ANGLE OF INCIDENCE

## REMINISCENCE POWDERS

OF THE

KELLY G. O. T. S. (1917)

The sand and hail storm. Thursday January 10 1918  
Sweeping out of school rooms. Broom Squad  
Troops leaving for overseas to rear at Barracks 1  
and 6 each morning  
Hikes to Kelly No. 2 at 5 30 A. M.  
The line up to pay extra mess charges.  
Wood detail stealing wood from the Chinese waiters  
at the Mess Hall  
The fire call at 4 A. M. one bitter—cold morning and  
no fire  
Daily drill in the DUST  
The tag system which went into effect November 27,  
1917.  
Trying to keep a towel white for two hours  
Wearing handkerchiefs as masks during the dust  
storms

Daily—hourly rumors Born and died every few  
moments  
The two daily visits of the mail orderly  
Memorizing the General Order.  
The Chow  
The first few home sick days in Texas  
Studying in the class rooms at night  
Returning from San Antonio for ritual Sunday after-  
noons  
"All those who have business to transact in town may  
go so, but be back by 7 00 A. M."  
"All those going to Columbus will pile their lockers on  
the East end of the porch, those going to Atlanta on the  
West end."  
The bulletin of January 10—"School to close on the  
12th  
Graduation Day

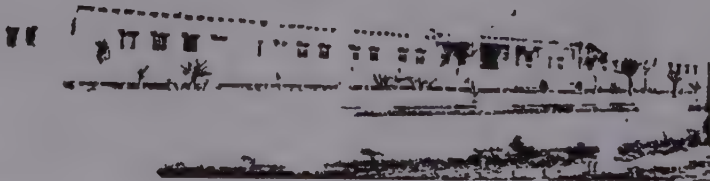
### CADENCE NOTES

What's yur name?  
What's yur name? (Silence) Never mind yur name,  
I got yur number  
What's yur name? Donohoe, is it? Very nice name  
Take charge of the company (To another) Hailey, is it?  
Get his name now step back in the rear rank, and don't  
ever let me see yur face again, as long as yur at this school  
I'll have the Board of Officers sit on you, and I'll "help  
you out" all I can  
Who recommended you? Well, he must have been a  
very good friend of yours.  
Keep them head and eyes off the ground  
I wouldn't give a nickel for your chances for a com-  
mission.  
The Disciplin here is going to be riggid hard  
I'll never make a soldier out of you (To one who's  
smiling) Smiling, are you? Get his name. Yur thirty  
miles from your commission! (To the same Cadet, again  
smiling) Now yur sixty miles from yur commission. A fine  
lot of officers you'll make. When the Germans see you,  
they'll laugh  
Don't run up that cadence  
To the rear seat—Don't anticipate the command!  
Don't do as I do. Do as yur told  
(To a Cadet, expecting a reprimand) What's yur  
name Donohoe? Are you kiddin' me? "No sir that's my  
name." That's a good name. Yur don't fine!

(He was one day illustrating a movement. Some one  
spoke out but the Drill Sergeant couldn't discover who it  
was. He then took the names of the Cadets, one after an-  
other. As each one would reply that he heard nothing he'd  
remark) Pui his name down. He's unreliable  
What's yur name? Caruso? You ought to be singing  
with Caruso in the opera.  
To the Plattsburgers—so you've been to that picnic  
have you?  
(To one fellow, who was rolling his "r"s) Stop  
shaking yur "r"s. What do you think yu're doing? The  
Hootchi Koochi?  
(A class leader was wanted. One Cadet volunteered.)  
What is yur experience? National Guard? I didn't ask  
for men with N G experience. I said Army experience.  
(Another volunteer stated that he had much experience at  
Plattsburg.) I didn't say Plattsburg cadets

### ONE OF THE CLASS SONGS

Good bye,-----  
We hear you're going to France  
To join the National Guard  
We're glad you've got the chance  
The Kaiser trained at Plattsburg.  
"A Picnic Sure For You"  
Be sure you get his number!  
With "Riggid Disciplin."  
Good bye,-----





## AUSTIN, TEXAS AND THE SCHOOL OF MILITARY AERONAUTICS

**T**HE School of Military Aeronautics is of special interest to all Kelly Field men by virtue of the fact that a majority of the Cadets who come to Kelly to receive their flying instruction are men graduated from this Ground School.

The first active steps toward the organization of this S M A. were taken when the University of Texas sent three representatives to Toronto, Canada on May, 2nd, 1917, to study the operation of the English Ground School there.

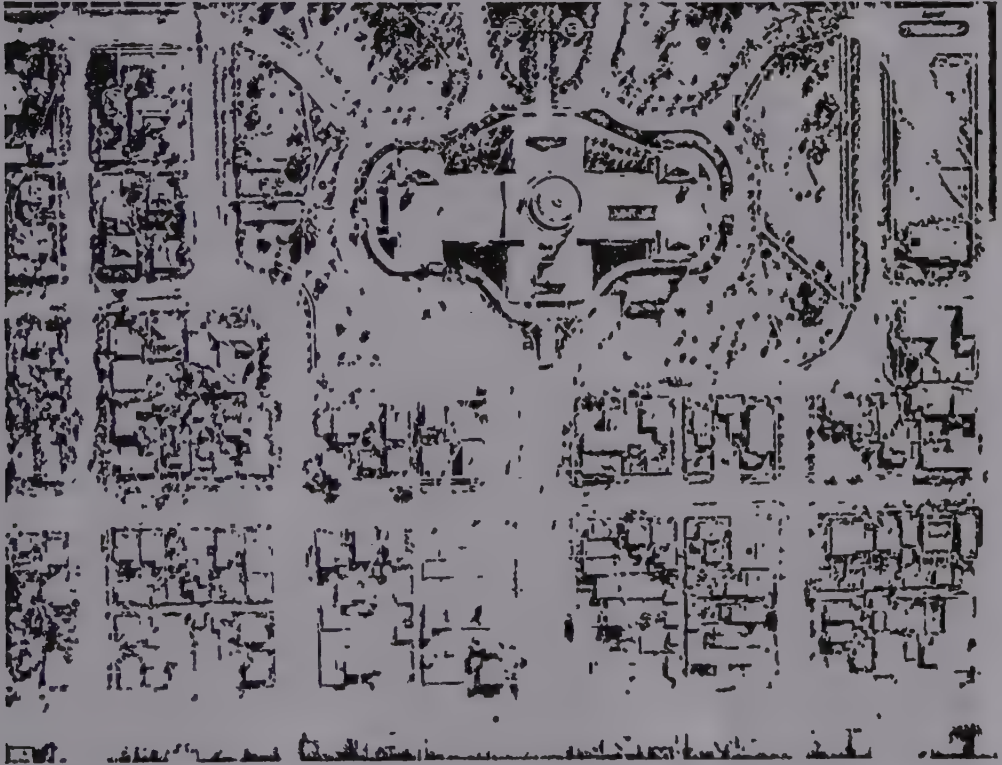
On May 21st, 1917, the School was officially opened at Austin and a class of nine cadets began work. Originally it was the intention of those in charge that only 200 men should be instructed, with new classes of 25 men arriving successively for eight weeks. But owing to pressing need for men, this quota was soon increased to 500 and then to 1,200 men. Eighty-one classes or squadrons have graduated from the institution up to the present time. Out of 6,000 Cadets who have entered the S M A. approximately

4,800 have graduated and gone to flying fields. The largest number of Cadets in attendance at any one time was 1,335.

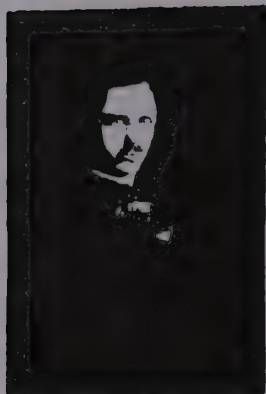
The barracks capacity is about 1,300 men allowing at least 50 square feet of floor space per man. The Mess Hall has a capacity of 1,400 and the Class Rooms and Laboratories are equipped to accommodate from 1,200 to 1,500 students.

The school is operated by the University of Texas for the United States Government. The University is under contract to furnish the necessary physical accommodations, instructors and materials and the Government pays a tuition for each man who enters. The University is operating the School at cost, its interest being purely that of patriotism, and when the S M A. closes the University will not be one dollar richer or one dollar poorer than it was when the U. S. entered the war and the greatest school of Military Aeronautics began its career.

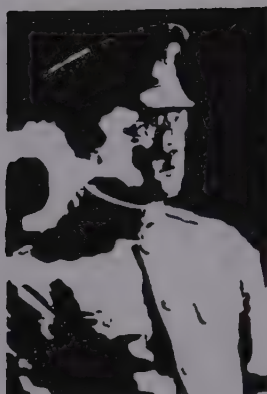
The first cadet arrived at the School on May 19, 1917. The last one left on February 10, 1919. Between these dates, 5,959 men entered the school, and 4,644, or 77.9 per cent were graduated.



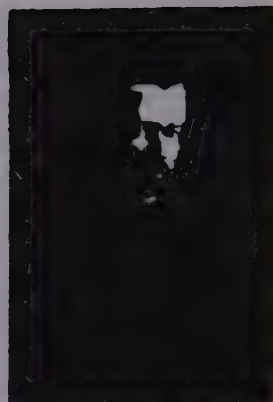
Over the State House



MR. HAL C. WEAVER



LT COL B K YOUNT



MAJ G CHITTENDEN



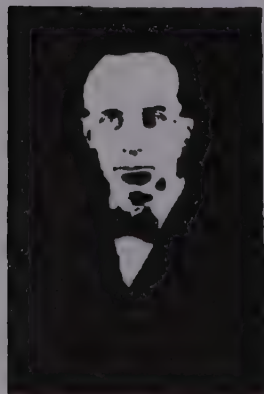
LT J L THOMAS



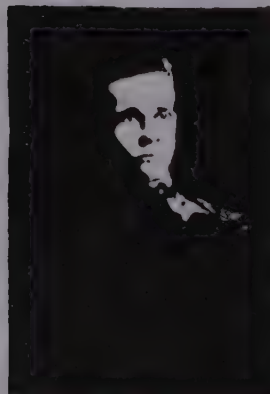
PRES DE VINSON



CAPT J S PAINTER



MR HAL C WEAVER



LT J L THOMAS



CAPT J W RAMSAY



S. M. A. AUSTIN



1—Retreat. 2—At play. 3—Mess Hall. 4—Academic Board. 5—Arrivals. 6—Preparing for inspection.



S. M. A. Officers

PHOTO BY JENSEN-RAYMER

**FROM LEFT TO RIGHT: Lower Row**—Elias H. Krow, 1st Lieut. A. S., M. A.; Thomas J. Webster, 1st Lieut. A. S., M. A.; William J. Spencer, Capt. A. S., M. A.; Theo. Belmont, Capt. A. S., M. A.; Theodore L. Bailey, Capt. A. S., M. A.; Barton K. Yount, Major A. S., M. A.; Roger Amory, Capt. A. S., M. A.; Jesse S. Reeves, Capt. A. S., M. A.; Frank A. Johnston, Capt. M. R. C.; Chas. L. Andrews, 1st Lieut. Dental Corps; Frank R. Day, 1st Lieut. A. S., M. A. **Top Row**

Thomas G. Fitzhugh, 2nd Lieut. A. S., M. A.; William A. Wade, 1st Lieut. A. S., M. A.; Bertram E. Giesecke, 2nd Lieut. A. S., M. A.; William Nason, 1st Lieut. A. S., M. A.; Jas. S. Rogan, 1st Lieut. A. S., M. A.; Carl D. Mutz, 1st Lieut. A. S., M. A.; Charles Moore, Capt. M. R. C.; Edwin L. Poreh, Jr., 1st Lieut. A. S., M. A.; John H. Timberman, 1st Lieut. M. R. C.; James L. Thomas, 2nd Lieut. A. S., M. A.; Theophilus C. Painter, 1st Lieut. A. S., M. A.; Hal C. Westcott, 1st Lieut. A. S., M. A.; Joseph W. Ramsey, 1st Lieut. A. S., M. A.



*Jensen-Raymer*

S. M. A. Instructors



# INSTRUCTORS AND CLERKS

1. Rawls, Stewart. 2. Callicott, Madison. 3. Howell, Earla  
T. 4. Gatlin, E. D. 5. Basford, John A. 6. Warren, Wm. B.  
7. Williams, Harry E. 8. Gulick, Charles. 9. Schmitt, Fred  
W. 10. Jackson, Daniel W. 11. Robert, Wm. P. 12. Finster  
Horace M. 13. Barrow, L. T. 14. Rickland, S. J. 15.  
Thorne, R. P. 16. Runge, Carl. 17. Naefer, Albrecht. 18.  
Egan, Carl L. 19. Keek, Ray M. 20. Williams, Florewood.  
21. Reeks, Carl P. 22. Brimble, McKel. 23. Gammell, H.  
P. N. Jr. 24. Zant, L. N. 25. Rosell, L. D. 26. Williams  
Chas. E. 27. Field, Hugh T. 28. Black, Alfred D. 29.  
Damon, Willie S. E. 30. Brooks, Preston P. 31. Taylor, Lloyd  
W. 32. Adamson, W. H. 33. Lombardy, Stark C. 34. Fitz-  
hugh, Lieut. Thom. C. 35. Brown, J. P. 36. Wear, Robt. R.  
37. Withers, Robt. E. 38. Smith, Miles C. 39. McManus,  
W. G. 40. Little, Harry M. 41. Black, Thos. W. 42.  
Brittain, Wayne R. 43. Rockaway, Olin S. 44. Quinn, Carl  
L. 45. Tanner, James W. 46. Mohan, Dwight S. 47. Kirk,  
W. J. 48. Warren, Randolph. 49. Montgomery, Oscar D. 50.  
Bailey, E. A. 51. Schlotz, C. A. 52. Winkie, A. A. 53.  
Whiteaker, J. E. 54. Jackson, R. H. 55. Porter, Wm. A.  
56. Jenks, Raymond L. 57. Delby, J. L. 58. Thomas, V. E.  
59. Niven, Kingsley E. 60. Mankowski, F. W. 61. Ratcliffe,

Wm. H. Jr. 62. Wilmoth, Rosea. 63. Folts, Thom. W. 64.  
Wesler, Chester E. 65. Lombard, Thomas L. 66. Wood, Wm.  
Jr. 67. Sager, A. L. 68. Archer, Oscar B. 69. Brown, Caro.  
L. 70. Kiel, LeShu L. 71. Baker, William L. 72. Mason,  
Howard. 73. Melhorn, Ray J. 74. Mena, Rosea S. 75. 1936.  
Chifford W. 76. McGinnis, Wm. E. 77. Frank, E. T. 78.  
Water, Louis H. 79. Nichols, Robt. 80. Powell, Ward E.  
81. Nally, George S. 82. Gray, Louis N. 83. Bailey,  
Carlton L. 84. Harris, Chas. 85. 1936. 86. Stahl, Carl A.  
87. Kelley, Edson T. 88. 1936. 89. Albert. 90. Young, Artur.  
W. 91. Campbell, J. E. 92. Sauer, R. W. 93. Hall, Wm. K.  
94. Dowlen, A. P. 95. Sharp, Norvall. 96. Carter, John D. 97.  
Hoxworth, John C. 98. Barnard, W. 99. 1936. 100. Nelson,  
Frederick S. 101. Wm. Dible, S. 102. Luckey, Raymond.  
103. Ferguson, Jas. R. 104. Weaver, Lieut. Hal C. 105.  
Wilcox, R. E. 106. Bryant, J. M. 107. Correll, Jas. A. 108.  
McDonnell, Allan V. 109. Morris, Fred. 110. Baker, Ernest.  
111. Grasherry, Reid. 112. Berkes, Wm. H. 113. Rader,  
Ralph. 114. Hutchinson, Lewis C. 115. 1936. 116. 1936.  
117. 1936. 118. 1936. 119. 1936. 120. 1936. 121. 1936. 122. 1936. 123. 1936. 124. 1936. 125. 1936. 126. 1936. 127. 1936. 128. 1936. 129. 1936. 130. 1936. 131. 1936. 132. 1936. 133. 1936. 134. 1936. 135. 1936. 136. 1936. 137. 1936. 138. 1936. 139. 1936. 140. 1936. 141. 1936. 142. 1936. 143. 1936. 144. 1936. 145. 1936. 146. 1936. 147. 1936. 148. 1936. 149. 1936. 150. 1936. 151. 1936. 152. 1936. 153. 1936. 154. 1936. 155. 1936. 156. 1936. 157. 1936. 158. 1936. 159. 1936. 160. 1936. 161. 1936. 162. 1936. 163. 1936. 164. 1936. 165. 1936. 166. 1936. 167. 1936. 168. 1936. 169. 1936. 170. 1936. 171. 1936. 172. 1936. 173. 1936. 174. 1936. 175. 1936. 176. 1936. 177. 1936. 178. 1936. 179. 1936. 180. 1936. 181. 1936. 182. 1936. 183. 1936. 184. 1936. 185. 1936. 186. 1936. 187. 1936. 188. 1936. 189. 1936. 190. 1936. 191. 1936. 192. 1936. 193. 1936. 194. 1936. 195. 1936. 196. 1936. 197. 1936. 198. 1936. 199. 1936. 200. 1936. 201. 1936. 202. 1936. 203. 1936. 204. 1936. 205. 1936. 206. 1936. 207. 1936. 208. 1936. 209. 1936. 210. 1936. 211. 1936. 212. 1936. 213. 1936. 214. 1936. 215. 1936. 216. 1936. 217. 1936. 218. 1936. 219. 1936. 220. 1936. 221. 1936. 222. 1936. 223. 1936. 224. 1936. 225. 1936. 226. 1936. 227. 1936. 228. 1936. 229. 1936. 230. 1936. 231. 1936. 232. 1936. 233. 1936. 234. 1936. 235. 1936. 236. 1936. 237. 1936. 238. 1936. 239. 1936. 240. 1936. 241. 1936. 242. 1936. 243. 1936. 244. 1936. 245. 1936. 246. 1936. 247. 1936. 248. 1936. 249. 1936. 250. 1936. 251. 1936. 252. 1936. 253. 1936. 254. 1936. 255. 1936. 256. 1936. 257. 1936. 258. 1936. 259. 1936. 260. 1936. 261. 1936. 262. 1936. 263. 1936. 264. 1936. 265. 1936. 266. 1936. 267. 1936. 268. 1936. 269. 1936. 270. 1936. 271. 1936. 272. 1936. 273. 1936. 274. 1936. 275. 1936. 276. 1936. 277. 1936. 278. 1936. 279. 1936. 280. 1936. 281. 1936. 282. 1936. 283. 1936. 284. 1936. 285. 1936. 286. 1936. 287. 1936. 288. 1936. 289. 1936. 290. 1936. 291. 1936. 292. 1936. 293. 1936. 294. 1936. 295. 1936. 296. 1936. 297. 1936. 298. 1936. 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845. 1936. 846. 1936. 847. 1936. 848. 1936. 849. 1936. 850. 1936. 851. 1936. 852. 1936. 853. 1936. 854. 1936. 855. 1936. 856. 1936. 857. 1936. 858. 1936. 859. 1936. 860. 1936. 861. 1936. 862. 1936. 863. 1936. 864. 1936. 865. 1936. 866. 1936. 867. 1936. 868. 1936. 869. 1936. 870. 1936. 871. 1936. 872. 1936. 873. 1936. 874. 1936. 875. 1936. 876. 1936. 877. 1936. 878. 1936. 879. 1936. 880. 1936. 881. 1936. 882. 1936. 883. 1936. 884. 1936. 885. 1936. 886. 1936. 887. 1936. 888. 1936. 889. 1936. 890. 1936. 891. 1936. 892. 1936. 893. 1936. 894. 1936. 895. 1936. 896. 1936. 897. 1936. 898. 1936. 899. 1936. 900. 1936. 901. 1936. 902. 1936. 903. 1936. 904. 1936. 905. 1936. 906. 1936. 907. 1936. 908. 1936. 909. 1936. 910. 1936. 911. 1936. 912. 1936. 913. 1936. 914. 1936. 915. 1936. 916. 1936. 917. 1936. 918. 1936. 919. 1936. 920. 1936. 921. 1936. 922. 1936. 923. 1936. 924. 1936. 925. 1936. 926. 1936. 927. 1936. 928. 1936. 929. 1936. 930. 1936. 931. 1936. 932. 1936. 933. 1936. 934. 1936. 935. 1936. 936. 1936. 937. 1936. 938. 1936. 939. 1936. 940. 1936. 941. 1936. 942. 1936. 943. 1936. 944. 1936. 945. 1936. 946. 1936. 947. 1936. 948. 1936. 949. 1936. 950. 1936. 951. 1936. 952. 1936. 953. 1936. 954. 1936. 955. 1936. 956. 1936. 957. 1936. 958. 1936. 959. 1936. 960. 1936. 961. 1936. 962. 1936. 963. 1936. 964. 1936. 965. 1936. 966. 1936. 967. 1936. 968. 1936. 969. 1936. 970. 1936. 971. 1936. 972. 1936. 973. 1936. 974. 1936. 975. 1936. 976. 1936. 977. 1936. 978. 1936. 979. 1936. 980. 1936. 981. 1936. 982. 1936. 983. 1936. 984. 1936. 985. 1936. 986. 1936. 987. 1936. 988. 1936. 989. 1936. 990. 1936. 991. 1936. 992. 1936. 993. 1936. 994. 1936. 995. 1936. 996. 1936. 997. 1936. 998. 1936. 999. 1936. 1000. 1936. 1001. 1936. 1002. 1936. 1003. 1936. 1004. 1936. 1005. 1936. 1006. 1936. 1007. 1936. 1008. 1936. 1009. 1936. 1010. 1936. 1011. 1936. 1012. 1936. 1013. 1936. 1014. 1936. 1015. 1936. 1016. 1936. 1017. 1936. 1018. 1936. 1019. 1936. 1020. 1936. 1021. 1936. 1022. 1936. 1023. 1936. 1024. 1936. 1025. 1936. 1026. 1936. 1027. 1936. 1028. 1936. 1029. 1936. 1030. 1936. 1031. 1936. 1032. 1936. 1033. 1936. 1034. 1936. 1035. 1936. 1036. 1936. 1037. 1936. 1038. 1936. 1039. 1936. 1040. 1936. 1041. 1936. 1042. 1936. 1043. 1936. 1044. 1936. 1045. 1936. 1046. 1936. 1047. 1936. 1048. 1936. 1049. 1936. 1050. 1936. 1051. 1936. 1052. 1936. 1053. 1936. 1054. 1936. 1055. 1936. 1056. 1936. 1057. 1936. 1058. 1936. 1059. 1936. 1060. 1936. 1061. 1936. 1062. 1936. 1063. 1936. 1064. 1936. 1065. 1936. 1066. 1936. 1067. 1936. 1068. 1936. 1069. 1936. 1070. 1936. 1071. 1936. 1072. 1936. 1073. 1936. 1074. 1936. 1075. 1936. 1076. 1936. 1077. 1936. 1078. 1936. 1079. 1936. 1080. 1936. 1081. 1936. 1082. 1936. 1083. 1936. 1084. 1936. 1085. 1936. 1086. 1936. 1087. 1936. 1088. 1936. 1089. 1936. 1090. 1936. 1091. 1936. 1092. 1936. 1093. 1936. 1094. 1936. 1095. 1936. 1096. 1936. 1097. 1936. 1098. 1936. 1099. 1936. 1100. 1936. 1101. 1936. 1102. 1936. 1103. 1936. 1104. 1936. 1105. 1936. 1106. 1936. 11



The Famous Class Insignia

PHOTO BY JENSEN-BAYMER

## THE CLASS INSIGNIA

**O**NE of the unique features of the School of Military Accoutrements of Austin, Texas, was the class insignia, hanging on the front of the class building by the graduating classes. The accompanying photograph shows most of these devices as they appear in the face of G. Hall.

Some of the signs are hung on the sides of the portico and do not show in the photograph. One or two of the others were put on different buildings, and Squadron 31 erected at their jurisdiction a steel flagpole in front of the headquarters office upon which is hoisted their names.

The custom started from a tradition of the University of Texas, where the school was first located. An old iron water tank stands on the campus and each year the freshmen attempt to place the numerals of their class on the tank. One of the early squadrons of the school had a number of university men in it and they effaced the tank and repainted their squadron number thereon. Each suc-

ceeding class followed the example, and each succeeding design was more artistically worked out. When the school was moved to its final location, the insignia were painted upon squares of tin and mounted on the front of the building.

All sorts of clever ideas were portrayed in these insignia. Several had indirect references to such term as "ace," the ring device of the air service, eagles, machine-guns, the wings, etc. Perhaps the most striking one is that of Squadron 40, the large sign above the door. An American plane is shown riddling the German flag. The plane is modified from wood, and the effect is unusually good. All in all, the insignia are a remarkable collection.

It is probable that these insignia will be included in the great collection of War Records being compiled by the University of Texas. They will certainly be preserved, as they are the only thing of the kind in existence anywhere.



## INSIGNIA REVIEW

**C** LASS 15 was the first to graduate after the school was removed from the University to the final location which was formerly the State School for the blind.

The insignia represents an airplane flying over Potsdam castle, dropping a bomb on the building, typifying destruction to the Kaiser.

Sixteen is a simple device of the United States shield crossed by airplane propellers.

Seventeen shows an airplane and the ace of diamonds. The aim of the members of this class was to be "aces."

Twenty-one depicts the Goddess of Liberty holding aloft the airplane which was to enlighten the world.

Twenty-two shows an aviator ready to make his flight.

Twenty-three shows a Texas star through which has burst a full-fledged airplane.

Twenty-four has reference to flying instructions.

Twenty-five shows the eagle in the Air Service insignia circle.

Twenty-six means death to militarism. The design was chosen as a remembrance of an accident which caused the death of one of the men on January 5, 1918.

Twenty-eight depicts the old air emblem in symbolic manner.

Twenty-nine shows an air fight, with the enemy plane in flames.

Thirty depicts the rising sun, and group of airplanes in formation signalling the coming of Squadron 30 in the dawn to demolish Kaiserism.

Thirty-one erected the flag pole from which flew the United States flag.

Thirty-three depicts the symbolic eagle carrying destruction in the form of a bomb.

Thirty-four chose a pair of winged dice as their class emblem, this class becoming famous for several active "African golf" players who placed the class in disrepute and nearly lost their graduating certificates, besides being confined to the reservation for the remainder of their stay at S. M. A.

Thirty-five shows a clock typifying the twelve classes with propellers for hands, the face of the clock being the U. S. star.

Thirty-six. This squadron lost a great number of men through sickness on account of changing from an eight week to a twelve week course, and their emblem depicts a ladder with broken rungs, at the top of which is the aviators' insignia for which they are striving.

Thirty-seven shows a formation flight.

Thirty-eight pictures Uncle Sam with a horn of plenty from which fly many planes.

Thirty-nine adopted the Winged Pegasus as the class emblem.

Forty is the largest emblem, depicting an airplane tearing through a German flag. The designers of this emblem came near getting into trouble on account of a false interpretation of its meaning.

Forty-one describes an air route with starting point at S. M. A., to flying field, then to the port of embarkation, and to the front. The map course was increased during the time of this class which caused worry to many, hence the significance of this emblem.

Forty-two shows an American eagle flying into the clouds with a German flag in its talons.

Forty-three shows that Uncle Sam's hat is still in the ring.

Forty-four. An American eagle overlooking the world with Allied flags as a background.

Forty-five is an ambitious emblem—an eagle transformed into an airplane flying over the German Empire with a pennant on which is "Democracy—Freedom" in its beak, with the Kaiser seized in its talons and the motto "Sic Semper Tyrannus" over head.

Forty-six. An American eagle hovering over a nest of baby eagles transformed into airplanes as they fly away.

Forty-seven shows a steep hill, with varying grades denoting the difficulty in the path of those who were going through ground school, the way growing harder with each succeeding week from A to M.

Forty-eight chose a horse-shoe as its emblem, due to several of the class members carrying with them a "lucky horse shoe."

Fifty shows the American flag as an airplane flying from the Goddess of Liberty to the Eiffel tower.

Fifty-one shows an attractive monogram device with an airplane formed of the letters of Texas S. M. A. and U. S. A.

Fifty-three is a compass, the points being marked with the flags of the Allies.

Fifty-four is an American Indian.

Fifty-five shows a shield and aviator's insignia.

Fifty-six lost the least number of men through failure of any class and chose the four leaf clover as emblematic of the fortunes of its members.

Fifty-eight is a simple device—a checkboard typifying the willingness of these "pawns" to be moved according to the game.

Fifty-nine shows an emblazoned shield with an eagle whose wings form the American flag and the squadron number in Old English beneath.

Sixty "The New Excalibur" Squadron 60 called itself, the device being the sword of Excalibur through the wings of a plane.

Sixty-two shows the sword of Kultur broken by lightning bolts, symbolizing the power of the Air Force in winning the war.

Sixty-three depicts a game cock with the motto "Up and At 'Em" to show the gameness of the squadron.

Seventy-three is an attractive design composed of the Air Service insignia with a strummer upon which is written "Illinois." This squadron was composed of Illinois men.

Seventy-seven shows an eagle overlooking an automobile.

Seventy-eight is the Air Service device, with its rings of red, white and blue. This is the last insignia, except the one opposite, placed there by the authorities showing a locked door and bearing the simple words: "S. M. A.—Closed."

So great a squadron spirit was developed that even after going across Austin S. M. A. boys kept up the school traditions, and developed squadron devices even on the fighting line. A graduate of S. M. A. of a January 1918 class did valiant service as an observer in France. The squadron with which he was associated chose the "Old Dutch (cleaner)" girl as its insignia, to show that they were going to clean up the "Boche." Sentiment and humor—no wonder our boys won the war!

# S. M. A. "ACES"

Frank Luke, Jr., H. R. Clay, Jr., L. A. Hamilton, Edgar Tobin.

## S. M. A. HONOR ROLL

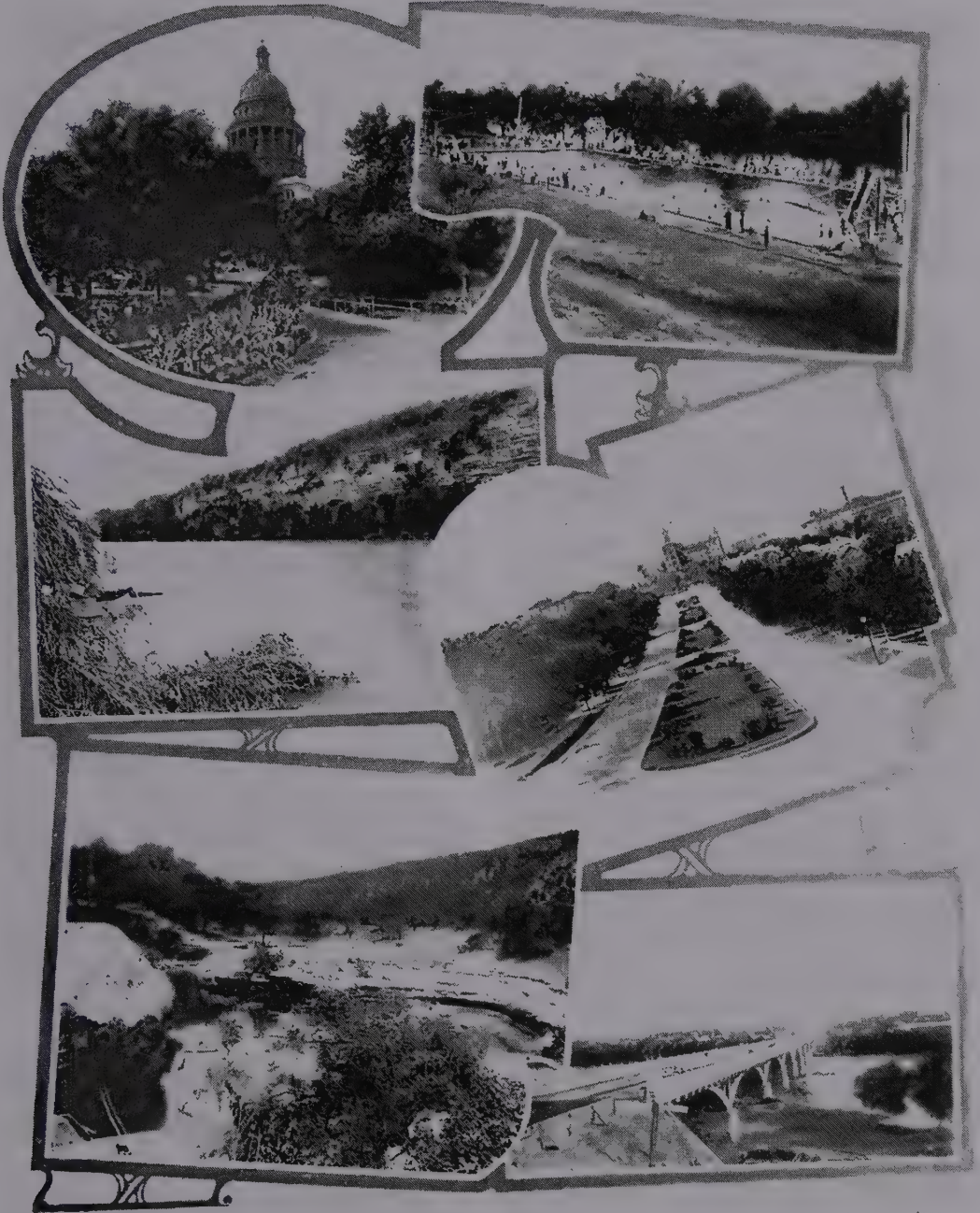
Name	Entered	Graduated	Status	Honor Received
Bellows, Franklin R.	Nov 27, 1917	January 3, 1918	Observer	D. S. C.
Blyskal, Hugh	June 25, 1917	August 1, 1917	..... Pilot	D. S. C.
Brown, Mitchell H.	Nov 21, 1917	January 12, 1918	..... Observer	D. S. C.
Chenault, Arthur F.	Dec 22, 1917	February 15, 1918	..... Pilot	Italian Croce Al Merito Di Guerra
Collins, Kenneth G.	Jan 5, 1918	March 9, 1918	..... Pilot	Italian Croce Al Merito Di Guerra
Clay, Henry R., Jr.	June 4, 1917	July 20, 1917	..... Pilot	D. S. C. (British)
Douglas, John O.	Nov 12, 1917	Jan 1, 1918	..... Observer	D. S. C.
Erwin, William P.	Aug 5, 1917	Sept 5, 1917	..... Pilot	Italian Croce Al Merito Di Guerra
Kanuhai, Arthur D.	Jun 15, 1917	Aug 11, 1917	..... Pilot	Italian Service Ribbon
Goodman, Richard	Sept 28, 1917	Nov 21, 1917	..... Pilot	Italian Croce Al Merito Di Guerra
Johnson, Gusto N.	June 17, 1917	Aug 21, 1917	..... Pilot	D. S. C.
Jones, Arthur H.	Feb. 17, 1918	March 29, 1918	..... Pilot	D. S. C.
Kaye, Samuel J.	June 10, 1917	July 21, 1917	..... Pilot	D. S. C.
Luke, Frank J.	Sept 20, 1917	Nov 21, 1917	..... Pilot	D. S. C.
McClendon, Joel H.	May 22, 1917	July 14, 1917	..... Pilot	D. S. C.
Meyer, Walter T.	July 17, 1917	Sept 10, 1917	..... Pilot	Italian Service Ribbon
Mitchell, Oliver	July 17, 1917	Aug 18, 1917	..... Pilot	Italian Croce Al Merito Di Guerra
Porter, Earl W.	Sept 10, 1917	Nov 3, 1917	..... Pilot	D. S. C.
Shilton, William H.	Sept 1, 1917	Oct 21, 1917	..... Pilot	Italian Citation
Stokes, John V., Jr.	July 22, 1917	Sept 15, 1917	..... Pilot	D. S. C.
Sweetser, Norman	June 16, 1917	Aug 14, 1917	..... Pilot	Italian Citation and Italian Croce Al Merito Di Guerra
Tobin, Edgar G.	May 22, 1917	July 14, 1917	..... Pilot	D. S. C.
Wagner, Donald B.	Sept. 28, 1917	Nov 24, 1917	..... Pilot	D. S. C.
Wehner, Joseph F.	June 28, 1917	Aug. 27, 1917	..... Pilot	D. S. C.

## IN MEMORIAM

Name	Squadron	Place of Death	Date of Death
Anderson, T. C.	40	Love Field	June 27, 1918
Bellows, Franklin R.	29	In action	Sept. 12, 1918
Boarman, Vinson R.	29	Unknown	Unknown
Brooks, Sydney	4	San Antonio	Nov. 12, 1917
Bruce, Parker	4	Love Field	Sept. 16, 1918
Burnett, Howard D.	50	Harron Field	Oct. 29, 1918
Campbell, F. C., Jr.	41	Fort Worth	August 30, 1918
Chilton, Arch.	11	France	Oct. 2, 1918
Cochran, Robert J.	50	In action	Oct. 10, 1918
Conant, Earl N.	41	S. M. A. Austin	April 20, 1918
Crund, Harris E.	28	In action	Sept. 30, 1918
Currie, Paul M.	22	Kelly Field	May 28, 1918
Davidson, Edward C.	15	Kinrossville	Sept. 17, 1918
Davis, Louis D.	2	Ellington Field	May 10, 1918
Davis, W. K.	41	Kelly Field	Sept. 1918
Dodd, Sydney M.	43	Gustaf Field	August 30, 1918
Eagle, Marion M.	23	Ellington Field	March 14, 1918
Elliott, Hammett K.	28	Ellington Field	May 10, 1918
Ervin, John B.	32	Minneapolis	May 8, 1918
Flacherty, Joe C.	64	Lincoln, Neb.	Oct. 18, 1918
Forbes, Earl	17	In action	Sept. 27, 1918
Giddings, Lee C.	28	Bellville, Ill.	June 11, 1918
Gileon, Geo. R.	74	Hinkley Field	August 16, 1918
Goodfellow, John J., Jr.	12	France	Sept. 17, 1918
Greer, J. Frank	4	Germany Field	June 7, 1918
Halton, Travis M.	30	S. M. A. Austin	Jan. 27, 1918
Harper, David H.	30	Camp Hicks	May 2, 1918
Herritt, Paul	24	Don Field	Unknown
Hiestand, Ben	26	Kelly Field	March 11, 1918
Holladay, H. W.	27	Love Field	April 1918
Ininger, John	30	Love Field	May 9, 1918
Jeremy, Ralph E.	21	Minneapolis	Sept. 10, 1918
Keeling, Walter S.	68	Cataraugus Field	Unknown
Konantz, Joseph S.	20	Camp Dick	Unknown
Luke, Frank, Jr.	21	Park Field	Sept. 28, 1918
McClanahan, Harry H.	12	S. M. A. Austin	Jan. 20, 1918
McGuire, H. J.	12	San Diego	Unknown
Mattern, 1st Lieut. G. A.	1	In action	August 11, 1918
McClendon, Joel H.	8	In action	Nov. 7, 1918
McCornick, John P.	2	Kelly Field	May 9, 1918
Max, Joseph D.	27	New Jersey	Oct. 11, 1918
Millican, Earl C.	28	In action	Sept. 16, 1918
Morse, Roy E.	28	Ellington Field	April 6, 1918
Nugent, L. J.	30	In France	Unknown
O'Daniel, James A.	27	Love Field	June 1, 1918
O'Malley, Joseph J.	28	Hempstead, L. I.	May 28, 1918
Paschall, Chas. B.	31	Italy	Unknown
Penn, Eugene D.	41	Kelly Field	July 18, 1918
Peters, J. S.	28	In action	August 1, 1918
Prentice, Leo C.	20	In France	August 22, 1918
Redfield, Lieut. John T.	24	In action	Sept. 25, 1918
Richards, John P.	21	Lake Charles	July 27, 1918
Rustine, Richard H.	21	In action	Oct. 11, 1918
Rust, Chas. E.	42	In France	August 30, 1918
Sanger, Capt. Ralph	37	In action	Sept. 7, 1918
Schring, Raymond R., Lieut.	18	In action	Sept. 18, 1918
Simoking, James C.	18	Talafierro Field	Unknown
Smith, Frank H.	21	Ben Brook Field	July 21, 1918
Snyder, J. L.	18	Ben Brook Field	July 21, 1918
Tanner, Herbert J.	22	In action	Sept. 27, 1918
Tanner, Olaf J.	13	Mathis Field	Sept. 27, 1918
Taylor, Everett A.	23	Selfridge Field	Sept. 9, 1918
Thigpen, 2nd Lieut. A. J.	41	Unknown	Unknown
Thomas, Chas. B.	34	Unknown	Unknown
Van Nest, Adrian C.	45	Love Field	July 31, 1918
Webster, Harry J.	67	Camp Dick	Oct. 15, 1918
Wier, Wm. V.	67		
Wood, Jackson B.	67		
Wehner, J. F.	67		



## CITY OF AUSTIN



PHOTOS BY JORDAN

Upper left, Capitol of Texas; upper right, "Deep Eddy," Pool; center left, Colorado River; center right, approach to Texas State University; lower left, scene near Colorado River Dam; lower right, Highway Bridge over Colorado River

## CLASS ROSTERS

### CLASS 1, JULY 14, 1917.

Bichter, H. Paul, Monson, Wm G., Richards, John P.  
Bower Burnette G., Tobin, Edgar G., Person, Oliver S., Gude  
Oscar I. H., Matthews, Alexander F.

### CLASS 2, JULY 21, 1917.

Ball, H. O., Brackett, Jack, Gaines, C. C., Harkins, S. W.  
Hine, Virgil, Johnson, Foster N., Kuy, Samuel, Krueger, H. I.,  
Smith, E. L., Sparks, Ino P., Tyler, R. C., Tittman, H. H.

### CLASS 3, SEPTEMBER 1, 1917.

Brown W. A., Carter, R., Clay, H. R., Cousins, W. S., De  
Garmo, L. H., Foster, A. L., Greenleaf, R. T., Hewitt, L. H.,  
Johnson, C. B., Mason, H. M., Moonet, T. P., Robertson, A. W.,  
Simonsen, S. D., Selden, G. G., Whiting, C. C., Williams, P. S.

### CLASS 4, AUGUST 4, 1917.

David S. Bonifant, Hugh Brewster, Sidney J. Brooks,  
Lane T. Chandler, Wm. T. Doran, J. F. Greer, T. Hughes,  
Richard Jas. A. McVee, Chas. D. McCullough, Earl Mc-  
Donald, Harris C. Roberts, Emory A. Sanborn, William J.  
White.

### CLASS 5, AUGUST 11, 1917.

Abney, Louis D., Adriance, Guy W., Bailey, Elmer S.,  
Buckner, Frank Byrne, Wm. J., Cammick, Jas. W., Chapman  
Wm. A., Farquhar, A. D., Fordin, T. N., Gahnet, Joe M., Hill,  
A. B., Hooks, A. J., Keen, Curtis A., King, George, Letzky,  
Frank W., Mason, Joseph J., May, James, McCall, George,  
McCart, John L., Meaux, J. W., Melville, Philip, Miller, Milo  
H., Mitchell, Orion, Moon, Wm. H., Orland, Horace P., Ott,  
Lenwood, Pennington, T. T., Potts, Paul W., Ridding, Little,  
Shankle, Clarence, Stone, Hubert L., Switzer, Norman, War-  
ner, R. Monte.

### CLASS 6, AUGUST 18, 1917.

James B. Bailey, T. L. Bradford, S. A. Buckmaster, F. M.  
Dankberry, A. B. Epperson, E. S. Fitch, W. H. Fyles, F. R.  
Hall, A. W. Johnson, W. W. Kellogg, Oble Mitchell, T. L. Rous-  
W. H. Towell, Donald Smith, P. A. Smith, Richard Wagner,  
Reginald Whitney.

### CLASS 7, AUGUST 25, 1917.

Bailey, J. W., Barksdale, E. H., Bennett, H. P., Billups,  
V. T., Bird, A. T., Birckett, H., Burdette, W. E., Davery, J. L.,  
Fritz, A. S. G., Gump, A. A., Hardin, T. F., Horn, A. F., Jones,  
E. D., Krone, J. W., Knight, C. Lohr, P., McAtter, J. T.,  
McCluskey, J. P., Martin, W. T., Maupin, J. H., Meitell, L.  
G., Pierce, H. M., Potter, R. F., Pyle, C., Raggsdale, F. G.,  
Roberts, A. M., Robinson, R. T., Somers, R. C. G., Stone, I.,  
Thompson, W. A., Touchstone, G. L., Wegener, J. P., Wehm, J.  
W., Wicks, G. W., Womble, C.

### CLASS 8, SEPTEMBER 1, 1917.

Amos H. L., Atkinson, Geo., Baker, Edward, Bowden, L.  
M. Brooks, W., Buchanan, M. J., Burks, R. C., Coffey, R. C.,  
Connolly, E. N., Davies, I. M., Duncan, E. E., Eddler, J. C.,  
Eubank, E. L., Fitch, H. H., Jr., Franklin, E. W., Gallagher, J.  
Giffin, H. H., Halzlip, Jas. Hardy, E. J., Hewitt, E. W., Mc-  
Cormick, J. F., McElvay, J. L., Milham, George, Mills, E. H.,  
Muller, H. P., Peake, L. E., Price, L. G., Reed, R. P., Russ,  
Glen P., Southworth, Wm., Thomson, Wm. A. V., Thompson  
Bevly, Wainwright, A. C., Watson, S. M., Weaver, Phil A.

### CLASS 9, SEPTEMBER 8, 1917.

Allen, Henry C., Brooks, John Prentice, Biggs, James B.,  
Bishop, Gerald C., Bowen, Scott, How, Rich, Holts, S. Corning,  
Dana, D. Centner, William Frederick, Callander, Marshall C.,  
Clarkson, Cyrus, Emory, Graham, Robert Neil, Lundsten  
Charles, Stafford, Leasing, Floyd Matthews, Dawson, Joseph  
Meadows, Folmet, Harold William, Fennimore, Joe, Gerwig,  
Percy McGrew, Goodyear, Robert Franklin, Haskins, Joseph  
F., Hyde, Clarence E., Johnston, Edward McKeehan, Johnson,  
J. Thadd, Jackson, David Raymond, Jennings, W. Peyton,  
Jennings, Robert Quincy, Kivler, Russel H. Henry, Lewis, Bur-  
ton Frederick, Lynch, Francis Jay, Mitchell, Horace W., Mc-  
Laughlin, Ralph David Ray, James Garrett, Simpson, Jesse  
Ward, Samford, Thomas Vallette, Scott, Thomas Richard  
Stocum, Paul Frederick, Tietzelman, Vernon Baker, Wil-  
Hugh Imley, Worthington, John Russell, Weddington, Harry  
Wopka, Walter Martin, Zehner, Harry William.

### CLASS 10, SEPTEMBER 15, 1917.

Amblister, Hubert, Archibald H. S., Bradfield, Wm. L.,  
Caldwell, Denton, Erwin, William P., Follmer, H. W.,  
Gensendorf, L. L., Le Mat, Harry A., McGinn, Jas. G.,  
Cuthill, Leland, Riddick, Merrill K., Scott, William T.,  
Stokes, McIntosh, V., Ward, Paul, Willis, Hugh F., Young,  
Alden S.

### CLASS 11, SEPTEMBER 22, 1917.

Abdnorth, Richard T., Baker, John C., Bissomette, Arthur  
T. Bone, D. S., Bromley, Tom H., Brown, Edward L., Brown,  
Dorner L. Brown, Rodger P., Faulk, Clyde D., Hofmeister,  
Louis C., Hunnam, Richard O., Landis, Barney M., Matthews,  
Sam L., Miller, Walter V., Nash, Lloyd S., Nesley, John K.,  
Penn, Eugene D., Pinkel, Horace L., Porter, Paul C., Walters,  
Hubert H., Walker, Frank E., Ward, Carroll E., Wier, Frank.

### CLASS 12, SEPTEMBER 29, 1917.

Anderson, Emil S., Connings, Charles M., Cowart, William  
B. Dawson, Annot, A. Luma, Paul L., Garretson, Ray W.,  
Goodfellow, John J., Hutchinson, James F., James, Van A.,  
King, William G., Meadows, Asbury W., Moses, Harry B.,  
Ryniker, Samuel W., Wright, Cameron.

### CLASS 13, OCTOBER 6, 1917.

Allen, Howard D., Albert, Phil B., Armstrong, Norfleet E.,  
Burbaker, Henry J., Campton, Don R., Chff, John E., Fittie,  
Walter C., Fowler, Wm. W., Harris, Chas. Leigh, Ben, Lee,  
Myrie, P. O., Langford, John E., Furquest, Harry L., Bowelson,  
A. Gledhill, Roland, Earle A., Seale, Christopher C., Temple,  
Theodore W., Ward, James Halter.

### CLASS 14, OCTOBER 13, 1917.

Barks, Ruben D., Boylan, E. R., Burkhardt, Henry C.,  
Colman, Wm. B., Gibson, Henry P., Graham, Cyrus E., Greer,  
Hal L., Gwinn, Joseph M. D., Harris, Hyman D., Havette,  
Robert, Howell, Virgil, Hudson, Chas. E., Law, Wm. L., Mc-  
Neill, Archibald, Miller, Merrill T., Rauland, Wm. E., Roberts,  
Ben H., Shorne, Paul E., Snyder, W. Hill, Stogall, H. F. H.,  
Watson, Noble, Weaver, Wiley, Willis, Samuel.

### CLASS 15, OCTOBER 20, 1917.

Austron, Fred G., Blawett, Tom S., Blum, Jack, Calhoun,  
Fos, Catlin, Ben S., Chilton, Arch, Corley, Bayard C., Faulk,  
Wm. M., Fullington, D. M., Gilbert, Thos. L., Goodrich, Nor-  
man T., Green, Eugene P., Hambley, Jas. A., Himmelman, Chas.  
H., Howell, Billy S., Johnson, Howard A., Jones, Archibald R.,  
Kane, Wm. C., Land, Thos. B., Landsberg, Thos. H., Lee,  
Hamilton, Della, McKean, Elmo H., Milburn, George R., Myers,  
Dufferson O., Pettit, L. B., Poulton, John C., Robinson, Ernest  
C., Rogers, Edgar A., Slaughter, Elmer H., Strunk, Alfred A.,  
Taylor, Everett L., Thompson, Robt. E., Tucker, Rowan H.,  
Tyron, Edward W.

### CLASS 16, OCTOBER 27, 1917.

Adams, Alfred A., Adkins, Kirk A., Patton, David D.,  
Casper, Robert L., Desaney, Len G., Dolne, Richard L., Farr,  
Harold S., Ferguson, Philip M., Gardner, Richard H., Hamilton,  
Mark A., Harwood, Wallace H., Hughes, Thomas H., Hillman,  
Alfred D., Johnson, Joseph K., Kindred, Herbert L., Lee,  
Thompson, J. L., Leona, Thornton J. P., Meredy, John A.,  
Payton, Harry L., Rauld, Guy K., Shelton, William G., Sweeney,  
Ben A., Sweeney, Hart T., Taylor, James G., Walters, Harvey  
H., Warren, Andrew.

### CLASS 17, NOVEMBER 3, 1917.

Adams, Harold D., Campbell, George H., Crutchen, Preston,  
L. Curtis, Earl W., D'Ambraglio, Melcedo, Davies, Allen T.,  
Edes, Howard C., Fuchs, Earl, Kinney, William A., Leonard,  
Warren B., Martin, Frank M., Miller, Herbert W., Porter, Earl  
W., Shriver, Harold D., Smith, Lewis M., Smith, Perry H.,  
Tulloh, Raymond P.

### CLASS 18, NOVEMBER 10, 1917.

Adams, Chester A., Bradley, Carl R., Buckler, Douglas A.,  
Callender, Alfred R., Crump, Don M., Easley, Sam A., Jr.,  
Fritts, R. V., Gales, Hyman M., Gill, Thomas H., Gittinger,  
Leonard J., Hamilton, Arthur G., Helbock, James L., Hocken,  
Leonard E., Isbell, Paul M., Jenkins, Curtis A., Jr., Kavanagh,  
Paul, Komatz, Charles H., Lard, John Jr., Leas, Herbert G.,  
McCart, Richard D., McEladde, Wilford, J., McKee,  
Wesley R., Meyer, Earl P., Pence, Foris E., Pennington, Albert  
J., Rohlfan, Clarence M., Wells, Earl W., Williams, Robt. H.,  
Wilson, Russell E., Young, D. Clyde, Zimkins, James C.

### CLASS 19, NOVEMBER 17, 1917.

Abb, John T., Jr., Bigelow, James L., Curtis, James F.,  
Dillingham, Frank Davis, Russell G., Swan, John C., Tolson,  
Harry, Guler, James L., Hall, John C., Hutton, Travis L.,  
Huxley, Harold R., Howard, James G., Hump, Wm. F., Knut-  
man, Stephen T., Lipscomb, MacDonald K., Lowmbery, Guy T.,  
McCune, Milo, McVinn, Wiley W., McWhorter, Ray S., Mosker,  
Nathaniel V., Moller, Lloyd E., Merrill, Keith H., Mortensen,  
Konstantin V., Perry, Martin D., Ray, Paul M., Riddleberger,  
Rufus, Roberts, Gerald I., Roche, Walter, Steel, Albert S. J.,  
Stiller, George M., Sullivan, Thomas P., Tanner, Hubert I.,  
Thompson, Arthur P., Watt, Harry W., Weissner, Earl H.,  
White, Lloyd E., Williams, Fred I.

### CLASS 20, NOVEMBER 24, 1917.

Allen, Richard C., Blatt, Bert R., Borum, Fred S., Bradley,  
Arthur T., Butler, Hudson R., Coles, Paul D., Cooper, John H.,  
Cline, Lester S., Cresser, Sherman B., Davis, Samuel H.,  
Duck-Pollock, Wm. H., Dorsett, Walter C., Evans, Earl F.,  
Frankfort, Frederick, Fraser, Kenneth G., Gammay, Lawrence O.,  
Goodman, Richard, Hall, Robert K., Innes, Terence W.,  
Lazo, Walker M., Kays, Arthur T., Kimmle, August G., Kitz,  
Warren P., Knott, Leannus L., Lake, Frank, Jr., Matthews,  
Amos M., Nelson, Fred C., Jr., Niedermeier, Frederick W.,  
Percen, Percy C., Polk, George W., Riedel, George D., Rohlfson,  
Ward E., Rogers, Lee H., Schadt, Wm. J., Schirmer,  
Emory P., Slater, Frank E., Smith, Harry G., Snyder, Floyd,  
Thompson, Elmer O., Turner, Robert, Warner, Donald A.,  
Weyant, Homer G., Woodard, Granville H.

### CLASS 21, DECEMBER 1, 1917.

Acheson, Alexander M., Arent, Ida M., Bowers, Eugene,  
Blankman, Clarence Brooks, Edward J., Conway, John S., Jr.,  
Gemm, Charles T., Hightower, Charles D., Lloyd, Lawrence A.,  
Manser, Raymond R., Mullineaux, Lester R., Oden, Clyde M.,  
Pettnel, Walter E., Reits, Louis A., Sherman, Alcea C.,  
Slauchitz, Robt. L., Stuck, Cyril H., Tress, Roland G., Van  
Valther, Ralph P., Willingham, James E., Welch, James W.,  
Worlton, Herman H., Conaway, Talmadge E.



## CLASS ROSTERS

CLASS 22, DECEMBER 8, 1917.

Andrews, Hold F., Beresford, Paul T., Blackburn, Border  
Bauer, Raymond G., Charles, Wm K, Garte, Melphe F. Jr.  
Golech, Leuel A., Grantham, Harry N., Grogan, Alexander S.  
Hink, Wm W., Heath, Wm R. Jr., Herking, Lloyd  
Hill, Charles, Johnson, R. G., Roun, G. L., St. Alexander  
Lester J., Mann, Merv J., Monteth, Chas. N., Petrie, Lee W.  
Rathfife, George T., Robt., Tompkins N., Roehik, John, Rule  
Shillineau, Charles, Johnson, R. G., Roun, G. L., St. Alexander  
W., Shaker, Harlan L., Smith, Leonce H., Smith, R. M.  
Stelm, Julius L., Steward, Lewis H., Tompkins, Jerry J.  
Veiden, Elting H., Walton, Chas. W., Walker, Ralph G., Wake  
Ward, Wm. W., Wicks, Allert H., Wm.  
Edward L., Wolf, Harry J., Younger, John L.

**CLASS 23, DECEMBER 15, 1917.**

[illegible]

CLASS 24. DECEMBER 22, 1917

Anderson, Berse A., Andrews, Leland S., Hays, Milton T.  
Jacket, Solomun F. Herbb, Edwin A. Hill, Richard M., Berg  
Edwin L., Blum, Clarence S., Calhoun, Preston B., Chambers,  
David F., Clark, Eugene C., Canant, Hollis G., Connor, Lane  
Cuthberts, Donald J., Cuthberts, William F., Cuthberts,  
Jas. J., Lounse, Jay, Richard F. Dreescher, Herbert C., Duncan,  
Lee J., Lounse, Joseph P., Fenna, Jesse K., Fox, John M.  
Glankler, Frank J., Graf, Louis E., Glala, Clara Hankey  
Hankins, H. L., Davis, Harry, Hays, Milton T., Hill, Richard  
McGuffin, Hilfinger, M. J., Holland, John P., Jr., Holl day,  
Harold K., Hone, Chas. E., Hood, Daniel S., Hood, Joseph T.,  
Hunt, Wm. J., Jackson, Paul C., Jewell, Selma L., James,  
H. H., Jones, L. L., Jones, L. L., Jones, L. L., Jones, L. L.,  
Liddick, Jas. F., Lyle, Sam, Lyon, Peyton, Mahler, Herbert  
P., McClellan, Jas. F., May, Arthur B., May, Jas. F.  
Mengel, Herman, Meyer, John A., Moore, David H., Morrison,  
Noble, John, L., Lounse, Jay, Lounse, Jay, Lounse, Jay,  
C. Parker, Leibel N., Penridge, Joseph A., Pick, Lee  
Perkins, G. C., Peterson, Walter E., Pinkney, Donald J.  
Porter, Louis H., Price, Albert F., Robinson, Claude, Rostrom,  
Richard H., Sargent, John, Smith, L. L., Smith, L. L.,  
H. H., Stafford, Seymour S., Swartgate, M. J.,  
Thaden, Herbert Von Toll, Arm W., Tucker, Edward, J.,  
Turner, John E., Wagon, Van Tule, Anthony, Walker, Arthur  
W., Walker, E. W., Williams, Bunn F., Williams, Fred J., Wilson,  
Geo. H., Zuber, Ben.

CLASS 25. DECEMBER 29, 1917.

Alton, Daniel D. Aubneau, Marion I. Bach, Albert  
Bussell Paul C. Jr., Brandenburger, Walter E. Bradford Brook,  
Arnold P. Brown, Thomas B. Brumbaek, Jefferson T. Carlson,  
Herbert C. Chanuncy, Chas. C. Cleveland, R. L. Coffman,  
George H. Congman, Henry J. Ellison, Fred J. Faur-  
stetter, William W. Fox, Edward G. "Chick" Gale,  
Clorton, Harold R. Griffith, Frank L. Grubb, Kenneth P.  
Harmen, Ernest E. Hawkins, Ivan Hooley, Charles S. Heck,  
Geo. L. B. Hodges, Alvin R. Hunt, John A. Kiel, Kraft,  
Nausbaum, B. Kraft, Max Krametz, LeRoy Kuehn,  
Merrill E. McFarland, Mauden, John J. Jr. Mac-  
Donald D. Martin, Chas. A. Mesher, Roy B. Matthews, Robt.  
H. Maxwell, Clyde R. Miller, Ivan C. Moon, Lawrence B.  
Olson, Carl O. Pettinello, John R. Russ, Gus L. Sand-  
berg, Robert E. Schuler, George E. Spear, Joseph M. Stander,  
 Floyd E. Steele, Dudley M. Stienberg, Bernhard A. Sutton,  
Harry I. Swanson, Ivan R. Swift, Robt. B. In Thoms, Chas.  
E. Thompson, Harwell C. Thompson, David E. Thomp-  
son, James W. Weaver, Frank L. Welch, Kenneth C. White,  
H. Young B.

CLASS 26, JANUARY 12, 1918.

Richard Oliver C. Beck, William M. Berman, L. Peter  
Hosmer, Wendell E. Riggs, Frederick P. Booth, Franklin D.  
Hunt, George H. Langford, T. J. Cameron Burr S. Campbell,  
Elmer W. Carlson, Carlisle, Chick Chester W., Daniel Wal-  
W. Craig, Edwin M. Jr., Davis, Charles T. Dayton, William H.  
Dines, Herbert J., Dixon, Jerome Dunbar, Floyd R., Dukey,  
Glenn, Fargo, Charles E. Few, Lindsay, D. H. Fisher, Elmer  
H. Hughes, Charles A. Johnson, John G. Jones, George  
Lundberg, Jr., Michael E. Jacob, George N. Johnson, Alvin I.  
Kelly, Harold C. Kiel, Emil C. Kinkaid, Walter C. Knicker-  
Holman C. Lack, John B. Lewis, James O. Lindstrom, Al-  
B. Lundquist Joseph A. Martin, Charles L. Miller, Leola W.  
Nourse, Fredrick Olson, Charles F. Olson, Robert L. Olm-  
F. Orin, John C. Peterson, Stewart R. Philps, Robert L.  
Potts, John T. Rogers, Robert T. R. Rothgum, Edward E.  
Schmidler, Max P. Schwarz, Elmore C., Shaffer, Allen M.  
Shankle, Warren C. Sims, Donald G. Slade, William Staley  
Chas E. Thiem, Ross H. Thompson, Roy M. Tucker,  
Hozer, Walter, Ruth N. Walker, William W. White, H. H.  
Zeigler, Kenneth L. Wilson, Edmond H. Worth, George H.

CLASS 27. JANUARY 12, 1918.

[illegible]

CLASS 2B, JANUARY 26, 1918.

Bassett, James W. Baum, Leland M. Bell, William H.  
 Boardman, Vernon H. Brooks, Wendell H. Burnet, Gilbert  
 Bush, Bradford Clark, McKinley E. Hunt, Ralph  
 Cranford, Russell A. Crohn, Manley W. Giddens, Lee C.  
 Hall, Walter E. Hammond, Lawrence D. Howe, Lawrence L.  
 Jackson, Oliver P. Langstreet, Jack G. Lench, Frederick D.  
 Marshall, Edward L. Mortland, Mettle A. Nunn, James D.  
 Smith, Gilman H. Alchay, John W. Karpis, William H.  
 H. Ronan, John A. Schlup, Albert C. Schuchter, Fred L.  
 Semple, John C. Stanton, Louis G. Sinson, David R. Strawn,  
 Paul A. Swan, John D. Munnecstedt, Fred Walker, Stephen  
 Walpole, James W. Warren, Thomas J. Warren, Edward  
 W. Wampler, Lee D. Welch, James E. Welch, Melvin  
 Wood, Horace W. Wood, Howard L. Wyman, William  
 Ylvesen, Harold J. Galbraith, James S. Horton, William B.  
 Klose, William H. H. Krizak, Augustus H. Lowry, Henry D.  
 Nott, Sherrill G. Putman, Kingsley W. Richards, Walter E.  
 Walker, Albert K. May, Royall H. Thomas, Clifford E.

CLASS 29, FEBRUARY 2, 1918

[illegible]

CLASS 30, FEBRUARY 9, 1918

[illegible]

## CLASS ROSTERS

Palmer, Hubert P. Patrick, Howard, Pearson, Philip E., Postson, Raymond P., Pentland, Henry B., Petticoat, Leslie L., Pidgeon, Philip Jr., Pollard, Thomas O., Porter, Justin, Rames, Howard K., Read, James E., Reddy, Walter S., Reynolds, Walter S., Ringland, James T., Robins, Joe K., Rockwell, Reginald, Robert, George E., Rollins, Carson W., Savage, Ralph N., Shaw, William T., Shillington, Waldo E., Skane, Felix E., Snyder, Jonathan L., Stark, Arnold P., Stone, Harold E., Taylor, Marvin H., Thompson, John J., Throshier, Elmer C., Towle, Howard D., Truss, Felix W., Wakefield, Raymond, Walbath, Dwayne E., Walbridge, Louis J. Jr., Waters, Roland L., Welles, Charles B., Whitaker, Arthur L., White, Edward B., Williams, Matt E., Williams, Herbert E., Williams, Edward B., Williams, Paul K., Williamson, Cleburne M., Willer, Ned T.

### CLASS 31, FEBRUARY 16, 1918

Amos, William N., Anthony, Charles A., Ashby, Orli E., Aubell, Willie A., Austin, Carter H., Austin, Edward A., Barnes, Ralph W., Benson, Clay, Buppert, Charles H., Buschman, Geo. H., Bystum, Charles E., Bushor, Clarence E., Bruney, Wilton M., Bouton, Walter Brown, Harold L., Buncie, Ralph L., Burfi, Harry J., Carroll, Alvin M., Chamberlain, Leo W., Chase, Charles B., Clement, Arthur M., Collier, Harry P., Conway, Joseph C., Crisp, Marshall C., Critz, Robert H., Cumber, John W., Cronin, Marvin E., Currie, Paul M., Dawson, John C. Jr., Dow, John R., Davis, Stanley M., Duke, Llewellyn B., Dunningson, Clyde C., Edmonds, Paul W., Edwards, John E., Eney, Fred H., Evans, John H., Epler, Paul N., Evans, John B., Farner, Leroy, Jr., Fox, Herbert P., French, Donald A., French, Seth T., Fry, John O., Gahman, Elmer, Gilmore, Ralph M., Glendon, Wm. W., Glover, James E., Goss, Edger E., Grames, Carl A., Haynes, Cresson P., Hatt, John V., Hanson, Archie M., Hatt, Mark N., Henderson, Henry B., Heng, Jacob A., Hershaw, Joseph, Horney, Paul H., Host, William K., Hueber, John W., Hughes, Archibald A., Huston, Sylvester, James, John B., Huns, Benjamin J., Jenkins, Alan H., Johnson, Edson, John M., Johnson, Raymond C., Jones, E. Willie H., Jouett, Arthur L., Keith, Edward Kennedy, James E., Kinkade, Kenneth C., King, Jefferson J., Kitchin, Benjamin F., Kulp, Herbert, Leche, Eric D., Lewis, David E., Lewis, Elmer E., Lewis, Leonard B., Lutz, Clovis C., Lott, Loyce R., McElmains, Les, McKinley, Howard W., Maurer, Paul O., May, Herbert H., Mays, John W., Maxwell, F. C., Mayfield, Wallace E., Maymum, Walter E., Meyer, Frank H., Miller, James H., Miller, Royall M., Myers, James P., Myczan, Duolite, Murphy, James E., Myers, Arne M., Noble, Wm. H., Nussbaum, Samuel, Opel, Selmar T., Owen, James P., Parker, Harold, Davis, Duncan A., Perkins, Albert D., H. Phelan, Joseph P., DeHoff, John L. M., Rich, John C., Rich, Edward, Rice, Ralph W., Richmond, Henry B., Rodgers, Benjamin G., Ross, N. Sargent, P. Russell, Lindsey G., Putnam, George W., Provost, Alvin A., Potter, Duncan M., Sackett, Rolland H., Seawall, Jackson, Sherrill, Guy T., "Sewers, Knut L., Shub, Thomas P., Shriver, Hirschel L., Smith, Frank H., Smith, Henry R., Sohn, Elmer L., Spin, Thomas H., Starr, Robert L., Stewart, Jay, Stephens, Oville L., Stanley, Robert, Sullivan, Lawrence, Stoll, Frank H., Stinchcomb, Orville O., Tanner, Orlan J., Taylor, Edwimer, Taylor, Clarence M., Taylor, Rivald C., Thompson, Robert B., Thomson, William W., Thral, Loren R., Tibson, Howard E., Tynes, W. Fisher, Van Aisdahl, Maurice W., Van Aukon, Wendell H., Van der, Guy, Van der, Nide, White, Elwyn E., Whitehouse, Wm. B., Wulman, Paul D., Wittenberg, Aloysius J., Williamson, Lamar, Wool, Horace E., Wright, Harry J., Yeoman, Chambers H.

### CLASS 32, FEBRUARY 23, 1918

Allan, Charles W., Ambrose, John, Loftin, Anderson, Milton S., Anderson, Ralph E., Bahl, Errol G., Bales, Augustus C., Balley, James E., Bailey, Joseph P., Baker, Robert H., Barnard, William T., Bartlett, Lawrence D., Basse, Andrew E., Bevels, George H., Blake, Walter M., Bostrom, Hjalmer O., Brophy, Norman D., Buech, Louis M., Butcher, Clifford P., Cammish, Robert R., Carmichael, Novel O., Cooper, Gordon W., Cross, John M., Curran, William E., Day, R. R., De Forrest, Edward E., Dehn, Orlan I., Duffon, Fairfax E., Johnson, Matt H. D., Dutton, Thomas H., Eddy, John M., Ehlert, Alexander, Felix, Walter M., Enley, William P., Grubert, Fred E., Carwood, Spring M., Gathings, James C., Jr., Givens, James D., Gorman, Grover, Gribston, August, Grimsmer, Walter, Gutterdon, Garville, Hadley, Laurence, Harlance, James E., Harrie, George H., Hart, Felix W., Hedley, Marvin E., Hales, Michael V., Hedra, William S., Henderson, Hugh M., Hill, Hamilton L., Houli, George H., Hug, Charles E., Jr., Hoffmann, Harry C. W., Holt, Harry C., Hulting, Harry D., Houston, Raymond C., Houser, Percy T., Hunt, Frederick T., Huxson, Hux L., Hutt, Edward W., Inlow, Walter T., Jenkins, James W., Johnson, Oville R., Johnson, Fitchet M., Keeling, Walter S., Kelley, Earl C., Keller, William P., Kent, Everett T., Kirby, Michael, Lancaster, George T., Langness, Harry W., Leary, William D., Levitt, Glenn E., Lewis, Walter A., Lowstut, Edward T., McKnight, Ewell, Mohan, William J., Mahanarah, Alva E., Malloy, Francis R., Marvey, Bert V., Marjures, Herbert S., Marten, Gunnar A., Maure, Leonard A., May, William M., Middleton, Hank M., Middleton, Syron E., Miller, Cole A., Miskell, James B., Monro, Francis B., Moore, William H., Morris, Edward C., Morvins, Paul, Nash, David M., Nullson, Norman L., Ochs, Mildred H., Olshaus, Rufus A., O'Neil, Robert E., Page, John H., Passwater, Byron B., Pierce, Rice A., Pollock, Robert E., Prewitt, James C., Price, Henry W., Ryssman, Martin J., Ray, William A., Redmond, Forrest H., Reeves, Robert H., Jr., Richards, John A., Riche, Herbert P., Rogers, Lloyd S., Saunders, Felix W., Schell, Andrew W., Sellers, Leomar, Sertler, Harry E., Sharpe, Karl E., Shepherd, Herbert K., Simpson, John L., Shurenberger, Burns A., Seckman, Luc W., Stalker, Willard C., Steel, John Albert, Steinhil, Milton H., Stevens, Edward M., Taylor, Leonard E., Todd, Charles E., Toller, Charles E., Tolhurst, Robert Paul T., Toler, Edward H., Trautman, Homer, Tuerheout, James O., Tunning, Albert C., Waller, Alfred E., Watkins, Lowry, Welsh, William W., Westall, William H., Westcott,

Huel H., Wiggins, Clarence A., Wilbur, Fred W., Williamson, James C., Wright, Albin A., Young, Ora W., Young, Russell A., Zettie, Raymond C., Abernethy, Wilbur K., Adams, Amos E., Allen, Irving E., Clark, Carl F., Clark, Lucius L., Dunagan, Edmund D., Elliott, Milton, Ewan, Charles V., Hart, William C., Hillhouse, John E., Price, Gowan, Polman, Samuel C., M. Burton, C. Nelson, Edgar C., Talbot, Clarence P., Wilkinson, James L.

### CLASS 33, MARCH 3, 1918.

Alberson, Oral Wendell, Alfred, Frank E., Aymond, Roy, Baskerville, Ralph E., Bingham, Halley L., Bishop, Laurel M., Blair, Elmer W., Burton, Frederick H., Bonn, Norfleet C., Byrd, William R., Cain, Howard B., Campbell, Donald, Casmod, Arthur E., Carroll, Collin C., Clarke, Oliver L., Clarke, William B., Clawson, Harry O., Cochran, Robert R., Cole, Bert L., Collier, Henry L., Jr., Cook, Frank C., Davis, Thomas J., Dawson, Earl H., Delaney, John J., Delaplane, Edwin S., Jr., Dehman, Albert R., Dunn, Stanley M., Ekin, Samuel H., Edgington, John P., Jr., Emery, Amos D., Engbretsen, Andrew J., Farnsworth, Tom B., Feltz, Joseph H., Gaidner, William A., Gaston, Wentworth M., Gleason, George S., Gillespie, Franklin S., Gillett, Jno S., Gladly, William, Glick, S. V., Glick, John, Jr., Hain, Charles M., Hall, Murray B., Hahn, George W., Herriot, Paul, Hogg, Edwin R., Holmes, James E., Hood, Sinclair C., Hutson, Harry M., Hutter, Harold B., Jesse, William R., Jones, Vivian M., Kennedy, James A., Jr., Kanes, Charles L., Jr., Kade, Neil E., Kiehn, Eugene E., Kinchew, Edward B., Kintzang, Edward O., Klunknicht, Clifford C., Lemon, Robert F., Lockyer, Oliver L., Lowe, Herman J., McClannahan, Harvey H., McConnell, George H., McElroy, James J., McKewen, Clark W., McQuarrie, Kenneth H., McRath, Joseph C., Muldoon, Glen J., Martin, Jas. E., Mercer, Parrish D., Meyer, Charles L., Miller, George E., Miller, James C., Miller, Lloyd D., Mitchell, Elmer W., Morgan, Louis R., Mullany, John P., Mulvihill, Bernard H., Murray, Thomas H., Nelly, Herbert, Nelson, Clyde E., Nelson, Albert S., O'Sell, Arthur M., O'Neil, Kenneth W., Oswald, Edw. O'Leary, Richard P., Parker, Charles W., Parnley, George W., Patton, Glenn A., Perry, Floyd L., Peters, Crawford A., Plesser, Joe R., Poore, Owen E., Porcell, Earle W., Porter, Henry W., Prentiss, Paul H., Price, Hunter J., Price, Walter E., Pratt, Kenneth H., Ragdale, Grover C., Ramey, Lynn A., Reiseron, Gustav, Reilly, Henry H., Richmond, G. Raymond, Robinson, Thomas A., Roemer, Albert J., Rusk, Dudley G., Ryder, Gerald A., Sealey, Charles B., Sampson, Leonard J., Tappan, A. P., Tamm, Walter L., Vaughn, Gladys M., Vailard, Harry B., Vinn, Ralph E., Vorse, Randolph P., Walter, Lawrence J., Webster, Harry J., Webster, Robert C., Whitehill, Clifford E., Wick, James R., Windsor, Julian E., Yerkles, Laurence A., Young, Crawford M.

### CLASS 34, MARCH 9, 1918.

Acree, William T., Agnew, Edwin L., Andrews, John P., Bates, Lew A., Benschel, Murray T., Benson, Hays M., Bibbe, Dana N., Billig, Hal C., Blackler, Perry W., Blinn, Frank W., Blinhard, Henry M., Blinn, Albert H., Boers, William P., Born, Jacob, Bulley, Carl E., Byan, Edward D., Funtin, John E., Furdard, Harry L., Gaudin, Thomas H., Frank, Jr., Calhoun, Hugh L., Jr., Clarke, Kenneth E., Collins, Kenneth R., Connell, David E., Copeland, Jay M., Jr., Coker, Reul C., Davidson, Howard L., Fester, Robert J., Gallagher, James P., Gardner, H. G., Gardin, James E., George, Jesse W., Gilchrist, Hugh E., Hagen, Thomas H., Hudin, Clifford W., Hume, Gen. M. Jr., Hurlbert, Craig, Huges, Gerald H., Hunsington, Earl M., Holmes, John W., Hopkins, Andrew R., Hughes, Edward E., Jewell, B. A., Jr., Johnson, J. Ben., Johnson, William N., Knecht, John M., Knieckhacker, H. C., Laughlin, Herschel V., Layne, Edward G., Lusk, Walter C., Lusk, Walter C., McCaffrey, Harold W., McDuffin, James K., McKee, Stuart, McLeod, Edmund S., Mason, Jacob C., Miller, Hatchel I., Morgan, Lewis H., Mosley, Warren M., Muckstone, Melville, Niederhoffer, Wm. F., O'Neil, Robert C., O'Connell, John, Patterson, J. P., Pittman, James S., Pratt, Herbert O., Price, Charles S., Reardon, John P., Rensselaer, Ernest H., Reid, Leonard, Roberts, Fred R., Rogers, Robert S., Robinson, William W., Rountree, Lee C., Russell, Cyril G., Satter, Frank C., Seward, Leon E., Shaw, Francis E., Singletary, Harry H., Smith, Franklin A., Smith, Wallace G., Smith, William T., Smith, Larry A., Steele, James M., Strange, Alex W., Taylor, William L., Temple, Thomas H., Tower, Robert R., Traugher, Jesse D., Wade, Alston B., Weiss, John J. R., Whitley, Felix E., Wilcox, Clyde E., Wilson, Ralph W., Wilson, Clarence C., Wilson, John L., Wilson, Wm. W., Wilson, Catherine E., Winkler, Francis P., Chas. Pitt, P., Doyle, Frank B., Dink, Luther W., Hoop, William W., Williams, LaRoy.

### CLASS 35, MARCH 16, 1918.

Bernheim, Lewis, Blatz, Edgar P., Boyle, Hugh E., Brown, John L., Butler, Lawrence O., Brown, Homer, Buford, Bennett O., Cicale, Ralph D., Charlton, Howard C., Childress, Charles W., Clark, George W., Clark, William H., Daly, George K., Dean, Thomas L., Jr., DeVore, Ralph H., Haydon, E. M., Foster, Edwin B., Grear, Jack, Hanson, Bert J., Harris, William W., Hill, James A., Johnson, Henry A., Johnson, Leonard, James, Charles E., Johnson, Rupert, King, George A., Leonard, Leonard E., Lonsky, Charles E., Landry, John S., McArthur, John K., McCutcheon, Arnold H., McHugh, Darluis H., Marmouget, James A., Menz, Walter J., Mueller, Ralph H., Napier, John H., Netting, Charles L., Noyes, Edgar T., Paxson, Randolph T., Pawson, James M., Pelham, Charles, Jr., Poolman, Robert P., Rasmussen, Arthur H., Reavis, Charles F., Rice, James W., Jr., Rinke, Harry M., Sandford, John R., Randall, James H., Sessions, Henry F., Smith, Ivan C., Smith, George W., Smith, George F., Smith, A., Thompson, Virgil G., Teiman, Crittenden C., C. Virgin, Joseph E., West, George B., Wiggs, George A., Williams, Richard E., Wronowicz, Frank I.



# CLASS ROSTERS

## CLASS 36, MARCH 23, 1918

Athey, Gerald B. Bailey, Travis, Beckwith, Clifton W. Boushnot, Frank J., Jr., Brackley, William F., Briley, Carl P., Buchanan, Wallace E., Campbell, Robert V., Carter, Warren R., Caulkins, Ralph M., Churchill, Daisy L., Donaldson, Harold R., Dougherty, William A., Dunn, Robert H., Dupuy, Albert J., Jr., Ebenberger, John T., Faucher, Joseph A., Gardner, J. Francis, Goodrich, Franklin W., Haas, Gus, Haile, Thomas J., Jr., Hartman, Harrison J., Hickerson, Sanford B., Hiller, Melvin E., Hinkley, Durt E., Hopkins, Thomas J., Hough, Romeyn B., Jr., Hunter, Daniel F., Hunter, Thomas O., Hunt, Samuel F., Huston, Paul W., Ibrag, Howard K., Jones, Lion B., Keeshing, Lloyd N., Keudall, Harry A., Kipp, Eugene H., Kuhns, John H., Lawson, Harry W., Lohman, Silvio, L. Longlotti, James L., McCann, Martin B., McDaniel, Marshall A., McRae, Nelson, Magruder, Abney W., Martin, Thomas R., Matthews, Hoyt M., Mooney, George B., Morgan, William T., Jr., O'Brien, Thomas F., Overcashier, C. S., Pace, Hailey M., Peterson, Helke A., Pinckney, Dunbar W., Poolley, Edward M., Rider, William N., Riley, Boyd T., Rogers, Oscar L., Roulinson, Walter S., Sautler, David T., Sanger, Ralph B., Sauter, Alvin L., Sieg, Louis E., Sigward, Silvester L., Sneed, Harold B., Stout, Shirley E., Tighe, Louis T., Van Ness, Carl C., Vogel, Paul O., M. Waggoner, Cooper F., Walker, James K., Waters, Paul V., Whitte, John F., Williams, Elliott, V. V., Vucovich, Ralph H., Alexander, Marvis L., Beck, Thos. E., Beckenfeld, E. F., Moser, Lorne L., Evans, William W., Metcalf, William H., Ross, Russell A., Tarkington, S. G., Jr.

## CLASS 37, MARCH 30, 1918.

Abernathy, James T., Axley, Lowry, Bagley, Frank H., Bassett, James E., Beals, Albert, Harvey G., Bohrer, Charles R., Brinley, John P., Brody, Arthur C., Brown, Robert E., Brunner, Frank J., Cameron, Mortimer B., Carey, Homer F., Carzill, Charles R., Champell, Dan Chisolm, Henry, Clark, Bruce, Cochran, E. R., Cole, James B., Edwards, Emma, Andrew H., Collins, Roy P., Cook, Horace L., Courtney, Edward W., Crawle, Edward H., Davis, Arthur O., Davis, Kenneth W., Dawson, Lawrence E., Dorwart, Frederic G., Drane, Hayward B., Duke, Will B., Dupre, Naasson K., Durst, Elmer F., Elliott, Clyde, Christopher J., J. Farrell, Robert H., Ferguson, Claude E., Filbert, David H., Freear, Hiram L., Gillespie, Eugene F., Glenn, Ivo B., Goggans, Joseph T., Halde-man, George W., Hall, William T. L., Hanrick, Roy H., Har-ley, Wilbur H., Harris, John W. L., Harwell, Elmer L., Her-ring, William D., Hesser, John H., Hickman, Cecil R., Hill, Hartwell C., Hollingsworth, Joe L., Holtzendorff, P. B., Jr., Horner, James B., Klein, Frank Lee, Tony W., Littlejohn, Joe L., Lov, Harry C., Martin, Douglas E., Martin, William T., Maxwell, Martin L., Meadows, R. F., Moser, Harold, Moore, Benjamin L., Morton, Ralph E., Mosier, Oval M., Nene-yer, Henry E., Noss, Fulton C., Pickard, Porter L., Price, Edward F., Pruden, Fudion L., Quirk, Joseph C., Ramsey, Robert W., Read, Elmo F., Seawell, John L., Shervood, Horace, Simpson, Albert R., Sies, Harold D., Smith, Alexander F., Jr., Smith, Harry L., Smith, James H., Smith, Wayne B., Snyder, William J., Staerkler, Otto, Stolper, Israel, Tallman, Henry W., Thlen, Edmund L., Thornton, Arthur L., Thwaitt, Wm. K., E. Tobelman, Gustave H., Toepfer, John R., Torrance, Kirby E., Vok, nberger, George Ware, Lawton H., Warren, George S., West, Charles K., Wheelchel, Robert F., Whitehill, Deane W., Williams, Philip, Williamson, Adrian, Woodhill, Frost, Wor-rall, Anton W., Young, Victor M.

## CLASS 38, APRIL 6, 1918.

Ayres, George W., Anderson, Edward M., Baldwin, Wil-liam P., Bollinger, Alva J., Bohne, Tom D., Borland, Alexander M., Bowman, L. J., Brown, William T., Jr., Bullock, R. W., Cain, George W., Carzo, William F., Jr., Carner, Heibert S., Cate, Theodore W., Chute, Aubrey J., Cleary, Ansel R., Clouse, Oles L., Coleman, John M., Conner, Henry W., Coulter, Joseph R., Crawford, Robert H., Davidson, Robert M., Davies, Walter E., Decker, Harold J., Divine, Howard E., Doty, Charles M., J. Doyle, Edward R., Ellis, Alvin C., Evans, George L., Foster, James H., Franz, Joseph P., Heckler, Arthur, Goodwin, Mar-tin W., Grieshaber, Marion E., Gustafson, Charles, Hamer, Robert S., Hooper, Willis B., Houghton, Frank C., Howell, James C., Hutton, Harry I., Jacobi, Benjamin R., Lancaster, Percy W., Langdon, Cecil L., Latta, Franklin W., Lee, Hugh McC, LeHardy, Frank W., Links, Carl E., Lutz, Dexter S., Lyons, Perry I., McBurnis, Harold A., Mabry, Palmer V., Mackey, George B., Manaker, Fred P., Martin, Ernest D., Mass, James M., Mell, Robert E., Moon, George M., Mott, Louis C., Neal, Howard K., Peacock, Joseph E., Jr., Pettis, Edward V., Poindeexter, Francis, Rakan, Clarence S., Read, Lemuel W., Ribbold, Frank M., Rice, Clyde A., Richardson, Frank H., Riddle, Sidney W., Robinson, Adrian A., Ross, Andrew B., Rowston, M. E., Rowson, Walter, Schaefer, Alfred G., Sewell, John J., Smith, William H., Stauffer, Frank L., Stellar, Adolph W., Stevens, Curtis L., Stonebraker, Wil-liam F., Taylor, Claude C., Teasel, Chester C., Terry, George F., Tillett, John, Tums, Edwin B., Turner, Milton M., Thio, Theodore C., Warren, Jim, Clark, Wilson, John F., Wolfe, Benjamin F., Woolley, Cecil C., Simon, Charles H., Singleton, John D., Ziesing, William A.

## CLASS 39, APRIL 13, 1918.

Abrams, David H., Angell, Henry R., Austin, Charles A., Averill, Howard G., Balaban, Mark, Barber, Clifford B., Bar-nard, Frank L., Bass, Mackell, H., Bitchfield, Chester R., Breen, William B., Brizan, Knute W., Bohann, Edwin H., Rogers, Harry A., Bouliwaite, Clark L., Brannan, Fred R., Brokaw, Harry W., Brown, Charles M., Burns, David B., Byrne, Milton G., Cameron, Eugene A., Carmalt, Emmett D., Caskey, Jack P., Chambers, Roger L., Coll, Austin S., Colgate, Henry A., Cooke, David J., Copenhagen, Edwin H., J. Davis, Wat-kins B., Davis, George L., Davis, Homer H., Dick, Guy H., Durfee, Francis M., Ehlers, George W., Elm, Ienar E., Feeney,

Francis J., Fitzpatrick, Francis E., Gary, Francis P., Gave, Robert H., Ham, Calvin S., Hamor, Bert L., Herold, Eugene L., Harp, John H., Hatten, George S., Hen, John E., Hill, Maurice B., Hocker, Augustus S., Houck, Jack E., Howard, John C., Hutchison, Byron M., Jarrott, Richard M., Jensen, Holbert C., Jensen, Leslie L., Johnson, Edward L., Jones, Kelly H., Jones, Hobert, Kelly, Fred R., Kelling, Aubrey N., Kemper, Ralph T., Knauff, Calvin S., McFarly, Edward, Mc-Kinnon, Angus G., McWilliams, Gerald S., Mathew, Lee A., Mears, Mortimer W., Medburn, Sildon P., Montgomery, Robert H., Moor, Robert D., Naurie, Floyd H., Nall, Chris-topher C., Osmond, Robert H., Overless, Mulo H., Owen, Richard L., Paschall, Ancil E., Phase, Jack J., Pence, Winfield S., Prince, Earl P., Pritchett, Frank D., Raper, James A., Jr., Reid, Ted, Reid, Theodor, S. K. Rice, Nelson P., Roberts, James A., Saunders, Edward E., Seacraft, Daniel Ielt, Schell-ing, George, Seoutan, Harry E., Shifflett, Olan G., Smith, A. Foster, Smith, Albridge E., Smith, Edward S., South, John C., Spiane, Alvin W., Stokes, Wm H., Stone, Harry D., Swed-berg, Ernest W., Tuckey, McKendree A., Unterhill-Thompson, E. A., Vines, John O., Von Sprecken, Theo. M., Watson, Edward B., Jr., Wentz, Robert C., Williams, Isaac F., Wilson, John L., Wolfe, Francis J. L., Woods, Clyde, Woolsey, Clinton T., Wright, Wisha P. 4, Jr., Wright, Floyd A., Wright, Robert D., Young, John G., Fuller, James E., Morrow, John Jr., Wheaton, Sidney L.

## CLASS 40, APRIL 20, 1918.

Ackley, Oliver F., Adams, Marshall C., Alexander, Sig-mund, Allison, Elmer C., Alway, James D., Amundson, George, Anderson, Thomas C., Armstrong, William A., Aurelius, Paul J., Axberg, Edward, Ayres, Stanley W., Bailey, Glenn A., Bartlett, Frank E., Bassing, Francis J., Bibet, Walter E., Bin-gford, Morton C., Bonney, George L., Booth, John C., Bowwell, Haden E., Boyd, James F., Bradley, Fred, William M., Brand, Alvin R., Brown, Nugent E., Buckingham, Ralph E., Callander, Mar-shall E., Campbell, Fred C., Jr., Carmichael, Frank L., Caro-lan, George F., Clark, Ben H., Cowan, Robert S., Crary, Roy J., Cunningham, Robert J., Davis, William K., Des Aurels, Ramond C., DeVoe, Elmer P., Dickey, Leslie J., Dining, Beecher J., Downey, Hugh C., Edwards, Idwal H., English, Frank J., Feick, James W., Ferris, Frank C., Fisher, Philip S., Fleming, Donald J., Gail, Marvin, Garrett, Kenneth, Gary, Martin W., Gaylord, Elmer J., Gibson, William E., Gillmore, Robert H., Gutschalk, Oliver A., Greenshields, Bryce W., Greist, Raymond L., Guenther, Karl D., Haigh, Devereux S., Harris, Earl B., Hart, Haden B., Henry, Earle G., Herold, Vincent W., Hieber, Harold W., Elmer M., Jackson, Samuel D., Johnson, Paul O., Johnson, William S., Keller, Jacob F., Kidwell, James E., Kilander, Carl F., Kirkham, James E., Knoepfel, Charles J., Kruss, Alfred E., Lamson, Leon L., Lawrence, Millard C., Landstrom, Algot J., McCall, Louis L., McCormick, Alexander L., McKay, George H., Mc-Lean, John J., McMahon, Eugene D., Mackenzie, William N., Macatee, George P., Jr., Mann, Fred A., Merrill, Charles E., Mitchell, Robert L., Moffitt, Ned, Morrissey, Edward, Naegeli, Fred A., Nordholm, Leon E., Onnie, Vernon C., Par-sons, Claude P., Patrick, Albert I., Peters, Joseph S., Peter-son, Alfred W., Peterson, Lowell M., Puckett, Johnnie R., Ran-dall, Earl E., Raube, Reinhold H., Rayburn, Allan B., Roberts, Thomas C., Rothrock, Ross P., Rouse, Van E., Rozene, Arthur E., Runches, John E., Jr., Schuubbe, Carl F., Schultz, Raymond H., Seitel, Ruben H., Shannon, Ralph L., Shap-ard, Robert Z., Smith, Marshall A., Snyder, Alva W., Spencer, Edward J., Stuber, William J., Sullivan, Stout, J. S., Sun-dsen, Martin, Swift, Arthur O., Thomas, Charles E., Jr., Trauer, Lloyd M., Vail, Richard J., Van Aelst, Adrian C., Volintine, Daniel Wade, Don H., Wade, Willard S., Ward, Allen B., Wall, William T., Wetherby, Alex. J., Wilkins, Charles L., Jr., Williams, Elliot T., Williams, Van E., Woods, James A., Woodard, Irving J., Wood, Theodore J., Jr., Wyatt, John A.

## CLASS 41, April 27, 1918.

Ade, Guy W., Barons, Toms, Bouldin, John W., Brown, George H., Burr, John J., Cameton, Brinton M., Carter, Samuel G., Cate, Theodore L., Coffer, John A., Cora, Francis M., Cot-ter, Chester, Craig, Wm C. H., Davis, Don P., de Podesta, Anthony, Duley, Homer L., Duthie, Robert D., Evans, Arthur H., Evans, Charles R., Feldmann, Huns A., Fischer, Karl W., Gerke, Walter H., Haddock, Louis, Hartz, Giltner R., Kaen, Robert, Keller, Reuben W., Kent, Ezra H., Jr., Kunkorthy, Chester L., Kirkland, Henry S., Kranz, Irvin R., Lockhart, Frank, McAlister, Thomas E., McCreary, William H., McChlad, Harold M., McQuire, Dennis J., Mahoney, Lewis, Moody, Marvin L., Murray, John G., Mustard, Stanley P., Newman, Harry S., Nicholas, Charles H., Nicholson, George M., Nims, Albert K., Pascale, Henry, Perline, Paul G., Perin, Elmer D., Rafter, John M., Reese, Lewis R. P., Robinson, Ralph R., Robinson, Robert F., Ross, Elmer, Harry J., Schaefer, Harry J., Schaefer, Eugene, John R., Scott, Townsend, Jr., Shannon, Harold E., Shift, Noble C., Shirk, Kenneth L., Shupp, Burton A., Smith, Frank B., Smith, Wesley L., Starnes, Roy W., Stone, Virgil D., Stough, Robert A., Stutz, Edward, Taylor, Frank H., Teas, Charles E., Valiant, Frank L., Willingham, George H., Wilson, Francis B., Worley, George A., Wright, Stanley G.

## CLASS 42, May 4, 1918.

Auble, Carmon J., Aurn, Bernard J., Brown, Ray W., Brown, Raymond R., Caldwell, Alanson T., Carny, J. Francis, Carson, Capt. Jos. A., Chaney, James M., Chase, Wirt O., Day, Paul L., Duke, Jack E., Est, Lt. Evans, George P., Ferrus, Ernest L., Fullam, Milton A., Jr., Exe, Henry, McN, Haz, M. M., Harris, Sidney L., Hunt, Mulk B., Jr., Kureh, John A., Kelly, Thomas F., Lalvbet, Stanley G., McAmmond, Harold N., McCormick, Samuel L., Madrox, Lee F., Martin, Dan, Murphy, Gerald J., Nutting, Harold W., O'Connor, Joseph E., Olson, Norman O., O'Toole, Hubert M., Parker

# CLASS ROSTERS

Earle K. Patterson James M. Peck, Earl C. Phetoplac, Charles H. Pitt, William L. Reichard, William E. Rennie, George J. Rotherbusch, Walter H. Rousler, Frank E. Rouse, Charles A. Rust, Charles E. Seiberg, Joseph Simonds, Brett W. Stoddard, Whitney W. Swore, Harry Taylor, James H. Thibe, Edwin G. Thib. Lyle A. Tinsman, Louis B. Tinton, Hugo B. Washburn, Louis D. Wasson, Clarence A. Whitehead, Leslie S. Wilkinson, C. C. Wurmstich, Arthur P.

## CLASS 43, MAY 11, 1918

Adams, James W. Barham, Paul P. Barnes, Robert H. Bayton, Charles N. Barchelt, Oscar A. Bruner, W. D. Cavanagh, Thomas E. Chechester, F. S. 2nd Lt. Clements, C. G. 2nd Lt. Daine, Ralph H. 2nd Lt. Douds, Sadus S. Douglas, Albert N. Dyer, Wm. H. Erdman, Chas. V. Fitzgerald, J. J. 1st Lt. George Edward W. Gibbons, Frances C. Grohman, Aaron, Harris, Harshel I. Hathaway, Mortimer D. H. Hill, Joe L. James, William A. Johnson, Frederick A. Jones, James E. Kinnard, Albert W. Jr. Kouna, Louis V. McCarty, Chas. M. Ming, Christopher Moore, William S. Rautschler, Frederick C. Smith, Henry L. Spindler, Charles, Summers, George W. Swartzwelder, R. H. 2nd Lt. Swartzwelder, Donald L. Taylor, George D. H. 1st Lt. Walter, George M. Ward, Fred H. Warner, Wyllys Wilkinson, John S.

## CLASS 44, May 18, 1918.

Baxter, Jan L. 2nd Lt. Bixby, Roy V. Chapman, Henry B. Chobley, Jean, 1st Lt. Doggett, Wm. K. 2nd Lt. Edgerton, Harry M. 2nd Lt. Erdman, Robert W. 2nd Lt. Evans, George E. Fournight, Wood C. 2nd Lt. Fox, Robert R. G. G. 2nd Lt. Galt, North, Florin R. 2nd Lt. Hargis, Arthur C. Hearn, James V. High, Stanley H. Hollings, Raymond M. 2nd Lt. Hunt, Jesse, Jackson, John S. 2nd Lt. Kellus, John A. Kennedy, Gayle L. Langen, James L. Levy, Charles H. Loudonback, M. W. 2nd Lt. McWhorter, Louis R. Metz, Harold W. Myers, Clarence A. Shepherd, Robert A. 2nd Lt. Sonntag, Wm. H. Still, George W. Strauss, Thomas A. Teneh, George L. Toole, Charles E. Vandenberg, Joseph V.

## CLASS 45, MAY 25, 1918.

Bates, Crahame M. 2nd Lt. Hlye, John H. Jr. Brooks, Thomas, Davidson, Rufus B. Drake, Albert B. Fitts, Fred, Hardage, Lewis W. Harris, Ray G. Hart, Joseph L. Innes, Cecil B. Macneil, William V. Merrill, Marshall M. Morgan, Charles L. Paxton, Gayne, Patton, Wm. D. Peck, J. Roy P. Rowley, William P. Sherwood, Clark P. Sloan, Edward C. 2nd Lt. Wayne, Teddie L. York, Elsie L.

## CLASS 46, JUNE 1, 1918.

Aldridge, Andrew J. Brooks, Lt. James H. Chamberlain, Paul H. Chamberlain, Anne E. Connolly, Robert F. A. Evans, Jay C. Finley, Clarence E. Lindsay, John W. Mitchell, Allen F. Powers, John L. Rudd, Charles M. Shadow, Willis A. Smith, Lt. Edgar H. Wall, Frank K. Winston, Thomas B. Woolen, Clyde L.

## CLASS 47, JUNE 8, 1918.

Allen D. Abbott, Carlos R. Allen, Paul G. Allen, Lt. Walker, Anderson Timothy P. Applegate, Lt. M. Craig Barry, Matthew H. Bradley, Carl P. Brauning, Montrose, Bart, Wallace J. Cameron, Tia O. Chatham, C. E. Melville D. Church, Lt. Edward H. Conklin, C. L. Connell, John T. Darwin, Lt. Ira C. Ecker, Capt. Sidney S. Elodie, George P. Fustin, James W. Gibson, Lt. Sydney M. Grove, Thomas B. Hagarty, Ralph E. Haseman, John C. Haynes, Lt. William H. Holcomb, David E. Houston, Lt. Geo. H. Huchinson, Lt. Raymond L. Lusk, John E. Jones, Lt. Douglas Kenney, Wm. M. Konec, Edwin R. Kohn, Leon G. Kranz, Claude T. Lloyd, Robert L. Lowrey, Charles H. McCray, Lt. Charles R. Macaulay, Lt. George J. McKoon, Jesse V. Molnar, Wm. P. Mansour, Harold C. Marbis, Adlai T. Mast, Raymond W. Matthews, Allen W. Meadnall, Harold R. Moore, Jr. James S. Nail, John F. Nixon, Lt. Douglas C. Olson, William M. Pittman, Henry B. Pommeroy, Frederick T. Quinn, Tyler J. Rascio, John E. Robinson, Edward P. Rodefeld, George H. Rogers, Stanley H. Scott, Raymond P. Sherburne, Harry S. Sheddley, Joe H. Smith, Lt. Royal D. Sundell, Lt. Lyman H. Thompson, Nathan L. Traub, Eayre B. Voorhes, Haskell L. Walworth, Franklin L. Watson, Lt. Charles K. Wheeler, William V. Wier, Edwin S. Woolford

## CLASS 48, JUNE 15, 1918

Lt. Roy M. Andrews, Lt. William R. Dinsch, Lt. Wm. H. FitzSimons, Lt. Freeman P. Galt, Lt. Thomas J. Goy, Lt. Arthur A. Hardy, Lt. Edward C. Hauer, Lt. Clarence J. LePrie, Lt. Louis Livingston, Lt. Theodor S. Mead, Lt. Guenther Prinsinger, Lt. Walter C. Page, Lt. John B. Pitnick, Lt. Orlo H. Quinn, Lt. Norman B. Randall, Lt. Edward W. Sage, Lt. Julius E. Schaefer, Lt. David Spencer, Lt. John W. Stewart, Lt. Melvin M. Whitely, Lt. Andrew Winston, Adlai Roy W. Clume, Akers, Seymour E. Anderson, Joseph R. Bain, Hugh H. Barker, Roy B. Bentley, Fred W. Berona, Cress K. Berger, Charles A. Blind, Raymond J. Byrdstone, Leo H. Bissett, Charles J. Brant, Shurley E. Brice, Charles A. Burgess, Wesley B. Burkin, Ralph Cammack, Fayette Copeland, Jr., Earl A. Donaldson, Harry G. Donaldson, Ingardian, Harold E. Lipt, Durham, Nicholas B. Faris, Asahel J. Fleaucher, Richard Furman, Joseph M. Green, John G. Haxton, Walter J. Hawley, Fountain T. Day, E. H. Johnson, Lester, Edwin M. William J. Lewis, John E. Lobb, Hugh T. McDermitt, George C. Marbut, William S. McMan, Henry B. Melrose, Emil Mikeska, Verne M. Montieu, Irving E. Peck, William A. Perry, Horace D. Plunth, Carl A. Rankin, John B. Reynolds, Allen G. Schneider, George W. Snow, Edwin C. Stewart, Bruce J. Stoddard, Wills Stowall, John F. Studer, Cary D. Thorp, Roy W. Voss, Curtis L. Waller, John G. Walsh, James M. Williamson, Noel C. Wooten, Stanley Zuckerman

## CLASS 49, JUNE 22, 1918.

Reichus, Leche J. Barker, James R. Bentley, James E. Blau, Paul R. Lt. Bruce, Estel V. Burnett, Howard L. Byrne, Paul, Carter, Claude E. Carter, William H. Drommeyer, Fred A. Egan, Robert H. Capt. Evans, Eugene D. Fells, Arthur W. Gadsby, William C. Goldman, Earl J. Hill, Harvey J. Hallomquist, Laurent C. Hardin, Robert L. Huntington, Nollie P. Houston, Charles H. Hutchins, Harry L. Kietzmann, Remond C. King, Patton S. Koonce, Bertram E. Lawrence, Ruth Ford, L. A. Louchin, Herman J. McCracken, Vinod H. Minton, David H. Nicholas, Ralph A. Nichols, Fred W. Lt. Permond Victor A. Randolph, Wm. M. Lt. Ray Russell D. Reynolds, Chas. M. Robb, Floyd A. Spiller, Luc H. Stockett, Lewis O. Sumpster, Orville H. Thornton, Martin A. Weed, Linton G. Wiggins, James M.

## CLASS 50, JUNE 29, 1918.

Anderson, Paul R. Atkins, William H. Barrett, Carl H. Bismarck, Frank C. Bernstein, Isadore H. Buford, Raymond C. Bryson, Willard A. Campbell, Alex W. Campbell, John F. Currie, Ralph P. Dewing, Norman, Eisenlo, Percy O. Ewing, Jess H. Ezell, Henry G. Fisher, James M. Ford, William P. Gummer, Edwin P. Harrah, George L. Johnson, Chas. T. Kirtland, Raymond W. King, Shirley H. Kipattick, Rolt D. Lambolt, Aubrey G. Lowell, Clarence T. McCormick, Raymond R. Merritt, Harry W. Mitchell, Clarence A. Mitchell, Monte F. Montandon, Oscar F. Mullins, William H. Page, Hous M. Pelen, Paul W. Powell, George N. Raymer, John C. Shields, George M. Simms, Ira R. 1st Lt. Smith, Chester A. Smith, David V. Stewart, John A. Wallace, Philip H. Bahner, Robert A. Edlmore, Alfred C. Howe, Lyman J. Rust, Francis H.

## CLASS 51, JULY 6, 1918

Anderson, Lind M. Martin, Carl, Roman, Bernard S. Bland, William T. Jr. Canney, Charles R. Clark, Bernard C. Clark, Heuben Grove, Clifton, George G. Coffelt, Goli W. Corbett, John H. Cornelius, Clinton C. Downey, Victor I. Druschel, J. D. Hunt, Duke, George M. Engle, Thomas E. Erickson, Edna S. Gay, George Gruber, Edgar A. Grooms, Walter W. Harpel, Murphy W. Heinscho, Robert A. Holland, James T. Hughes, Emory S. Irwin, Ora W. Jackson, Oral E. Kuester, Paul O. Lamb, Preston C. Laminson, Allen H. McCarthy, Jack Martin, Robert G. Morris, Earl McCall, John, Wili S. Neyer, Leo Scher, Victor A. Schissel, Paul A. Smith, Darwin H. Smith, Lincol D. Jr. Sime, Hubert L. Tomstenson, Nansen C. Weaver, William H. Wolfe, Lloyd V. Yagay, Walter E. EnEarl, Arnold R. Bates, Frank P. Glover, Robert G. Lawson, Louis A. McLaughlin, John L.

## CLASS 52, JULY 13, 1918.

Barr, William S. Barnhouse, Telford, Batrows, Charles A. Beger, Roy I. Blair, Wm. P. Buhhoff, Clarence C. Bonner, Frank H. Buiet, George C. Calhoun, Frank T. Chawins, Harold S. Culberty, Walter E. Davis, Frank A. DeBruh, Carl C. Dunlap, Kean H. Durham, John O. Elliot, John D. Ford, David E. French, Gus H. Friddle, Josephus Grab John A. Greenfield, Walter, Hamilton, Edwin H. Hersov, Thayer P. Hickman, Archie S. Holtman, Kenneth K. Howard, Charles M. Hugel, Otomar G. James, Earl C. James, Ernest K. Kuter, Everett D. Lons, Andrew G. Medlow, Floyd Miller, George L. Mitter, Howard L. Muller, Leon F. Paisley, Frank E. Pratt, Ernest A. E. Simpson, James A. Tansil, William C. Wen, Henry B. Whitten, Larmer S. Wier, William H. Wood, James V. Wright, Henry H. Bray, John H. Johnson, Richard L. Pearson, Morris A. Morgan, Henry F. Schwartzman, Leon, Mann, Donald, and Lt. St. Paul, John, Jr., 1st Lt. Tieleaven, Peter W., 1st Lt.

## CLASS 53, JULY 20, 1918.

Arnold, Leslie J. Ashby, Edwin T. Baker, Gilbert C. Benson, William T. Blair, Wiley Q. Bled, Herbert C. Bloch, Maurice I. Boutwell, William J. Boylan, David R. Brantley, Edmund D. Buzzard, Gordon A. Caldwell, Jesse C. Clark, George J. Clark, Wilson T. Cune, Rolt E. L. Delp, Daniel B. Ellis, Paul O. Fox, Charles J. Gray, Merritt H. Jr. Harpmann, Sigmond A. Howe, George L. Hyer, Robert S. Jenkins, Harry B. Kipattick, James L. Logan, John S. Meltrick, Davidson R. McConnell, Roy A. Macgill, William H. Mann, Walter J. Markle, Jesse E. Meredith, Owen P. Moffatt, Paul K. Nash, Harvey C. Nixon, Edward H. Patton, William W. Plank, William J. Platt, Allen S. Raymond, Charles D. Reed, John P. Reese, Herbert A. Ripley, Louis A. Robinson, William S. Sellers, Hamilton Shulton, Frank H. Story, Robert E. Walsh, Charles W. Wilson, William H. Wooten, James W. Jr.

## CLASS 54, JULY 27, 1918

Allen, David J. Jr. Allen, Errol W. Axline, Albert W. Baker, William T. Barwick, Edward C. Beatty, Troy, Jr. Bishop, Herbert B. Blackburn, Erby, Binkley, William L. Birch, Rufus C. Bites, David M. Capps, Edwin F. Chavez, Lind, Edward S. Luby, Marcus P. Fenton, Harold, Ferguson, Daniel, Fisher, Paul S. Gareton, Howard N. Gartrell, Charles W. Greenfield, Jos. C. Jr. Gricebeck, Carl T. Hall, Edwin H. Hunt, James D. Hays, Anson J. H. James, Paul S. Lighton, Louis D. Little, James R. McBee, Dudley H. Manier, Thomas M. O'Connell, Earl R. Outlaw, John P. Packer, Edwin H. Rains, John M. Robinson, Gay A. Redick, David V. Shug, Laurence H. Smith, Tolson, H. J. Sutton, Ernest S. Thomas, George E. Thornton, Horace E. Todd, Walter L. Townsend, Fitzhugh L. Wightman, Charles M. Wilkison, Harry, Williams, Davis E. Wilkie, Julian L. Wilson, Edgat H. Woods, Harold M. Bollin, John J.



## CLASS ROSTERS

CLASS 55, AUGUST 3, 1918.

Allee, Grady, Clarkson, Arnold, Julian, Arnold, Frank, A.  
Arnold, Emilee C., Bannan, George S., Barnett, Keff D., Brandon,  
Leonard H., Brooks, Chester A., Buckingham, Alfred L.  
Bryant, Charles B., Butterworth, Charles E., Carter, Owen  
Catto, John  
Clegg, John  
Clay, Fayette J., Davis, Alfred W., Davis, Ronald Lee,  
Devine, Franklin F., Donaldson, William T., Earnest, Lelroy,  
Fleming, George E., Goughley, E. T., Fuller, Oren W., Gardner,  
Gale, Edwin, Green, George W., Granger, John  
Harrison, Fulton, Harris, Walter A., Hardy, John A., Hayes,  
Arnold E., Hill, James J., Holloway, Robert G., Hurst, Paul  
H., Johnson, Edmund J., Jones, Dennis C., Kimball, Aaron W.,  
Ladd, John, Leach, Lewis  
Lester, John  
Lewy, William E., Lowrey, Leon R., Lowrey, Rosewell G., McAdams,  
Fred, McMahon, Curry S., McMillin, James S., McManis,  
William C., Mann, Hugh L., Massey, Martin L., Melton, Seth E.,  
Mills, John  
Minnick, John  
Mogk, Sanford E., Olsen, Oscar W., Quinlan, James H., Reagan,  
Charles R., Riley, Milford A., Sanchez, Julius, Schnapp, Ed.,  
Sturmann, Eugene G., Scott, Herbert J., Scott, Lloyd W.,  
Scott, William  
Steed, Paul P., Stevenson, Fred, Strubling, William J., Sur-  
gen, Cecil W., Thurman, C. T., Thurman, W. B., Tobin, James  
Troy, Sharon S., Victory, Charles C., Wallace, Reid, H.,  
Wells, Fred  
Wells, Albert E., West, Albert E., Wooten, Roy L., Young, H. A.,  
Young, Ren G.

CLASS 56, AUGUST 10, 1918.

Agnew, Dupre L., Alexander, Alvin J., Archibald, George W.,  
Boughton, Charles W., Boyer, Lon M., Brighton, Orin M., Breder,  
Samuel C., Bumpous, Earl T., Butters, William A., Carroll,  
James A., Chambers, Francis H., Chandler, Arthur L., Connors,  
John R., Cook, John E., Coulter, Phyllis W., Cowan,  
Donald M., Dodd, John M., Dodge, John F., Dunlap, Forrest  
R., Eames, Obadiah, Evans, William R., Fairchild, Lawrence  
H., Fisher, Jack Nelson, Ford, Castle W., Gains, John D.,  
Gargen, John S., Gilbert, Walter R., Gordon, Gerald  
Harding, Roy, Hearne, Francis H., Hill, John K.,  
Hines, Carter H., Hoehnelt, William H., Howard, William,  
H. Est, Carl L., James, Hubert, Kaders, Albert J., King,  
Jesse E., Kinney, Robert, McChesney, William,  
Meadox, James H., Matson, Roger K., Milligan, Earl C., Milligan,  
Samuel J., Patton, Emil H., Owens, George R., Platt, Harry L.,  
Radford, John C., Jr., Ray, Evelyn, Reardon, Dorcas C.,  
Reid, Gladys D., Rice, Anna K., Riddle, John,  
H. Shapton, Alfred K., Sinclair, Maude K., Small, George,  
Smith, Alfred F., Sparks, Claude L., Stewart, Marjorie G., Stone,  
Arlene L., Johnson, Jr., Owen, John, Sullivan, John,  
Tuggle, Garland D., Vanhook, Charles, Wilcox, Albert,  
Williams, Stuart L., Brown, Jack S., Clappitt, George W.,  
Downey, Fred, Drake, Robert H., Fouts, Floyd G., Hale, Quincy  
H., Johnson, William K., Metcalfe, Edward R.,  
Miller, David, Morgan, Horace, Osborn, Edwin C., Stiles,  
Edwin A., Wiseman, Herron W.

CLASS 57, AUGUST 17, 1918.

Ackerman, Edgar M., L. A. Anagnost, Martin J. J. Ansel,  
Charles A. Baker, Lemuel S. Banks, Fred M. Barrett, George  
L. Barnhart, Horace C. Barrett, George C. Barth, Harold  
Beck, Elton W. Beck, Wesley A. Binkner, John H. Bixby,  
Claude C. Brannon, Floyd E. Buchanan, Frank A. Byrd, Louis  
J. Caldwell, Andrew J. Caldwell, Frank E. Caldwell, Har-  
old C. Campbell, Arthur J. Capper, J. C. Cavanaugh, Robert  
H. Cobb, William B. Daniels, George H. Dahl, John G. de  
Joneston, Claude J. Embree, Elsie H. Faber, Albert A.  
Ferguson, Robert G. Fisher, Edwin P. Folk, Roland G.  
Fugita, Henry E. Gillett, Chas. B. L. Greenwood, Victor L.  
Hanna, Robert J. Hendren, Wm. H. H. H. Morris, Harold  
Richard L. Larsen, William H. Lee, Jay L. Lyons, John T.  
McBride, Charles B. McConehille, Charles E. McKnight, Wil-  
liam B. McWhirt, Burr B. Mason, Jack W. J. O'Brien,  
John T. Poole, Amos H. Reed, John B. Robertson, William  
M. R. Shotwell, Prince E. Ruess, Percival W. Stone, Thomas  
F. Thomas, James A. Thomas, Taylor, Washburn, Hugh  
Williams, Albert J. Young, Truman P.

CLASS 58, AUGUST 24, 1918

Barrow, Edward R., Beebe, James L., Bell, Elmer N.,  
Bergstrom, Charles P., Bostick, Francis N., Boutell, Richard  
S., Brackett, Arthur M., Brighman, Fred C., Broadbent, Clarence  
S., Brockenbrough, John L., Brown, Frank A., Brown, John  
W., Brown, John W., Brown, John W., Brown, John W.,  
William W. Carter, William F. Casey, Jerome K., Cayton,  
George D., Jr., Cole, Hanson J., Coleman, Charles C., Colville,  
Mayo F., Coneland, Goodrich E., Cramer, John W., Crispin,  
John W., Cullen, John W., Cullen, John W., Cullen,  
Dodd, Raymond M., Evans, Opal K., Giles, James P., Goss,  
Raymond E., Halber, Robert W., Halbert, Floyd J., Hanson,  
Fred P., Harrison, Blaine, Humphrey, Rollin G., Inter, Alvin  
J., Johnson, John H., Kelly, Orion S., Kineaman, Terry N., Knox,  
Laurence E., Lewis, James R., Lome, Luther L., Loveland,  
Harry G., Lyon, William K., McNeill, George L., McNeill,  
James R., Miller, Robert H., Milstead, Frank P., Moore, J.  
H., Myers, James R., Myers, Walter D., Noel, Glen W., Nelson,  
Ruthen L., North, Elmer R., Pace, James W., Packer,  
James R., Packer, James R., Packer, James R., Packer,  
Archie E., Powell, George W., Ray, Silas D., Raymond, Harry  
W., Reed, Harry P., Rhorer, Horace L., Rogers, Clend K., Ross,  
Eugene A., Rozier, Carlisle E., Schleeman, Edward L., Smith,  
John K., Small, Robert C., St. John, James H., Stone, Erwin C.,

Taylor, Robert P., Thompson, Alfred E., Thompson, James M.  
Toft, William L., Toomp, Abner Jr., Turner, Lewis S., Tur-  
ford, Horace H., Vauter, Lawrence E., Vesey, Frank C., Vet-  
ter, John M., Wair, Albert H., Wallack, Gerald R., West, John  
G., Whitaker, Gusman A., Whitcomb, Claude E., Whiteley,  
Whit, Williams, Frank C., Williams, Joshua N., Withrow,  
Frank B., Ziegler, Frederick M.

CLASS 59, AUGUST 31, 1918.

Althous, Andrew G., Althous, Raymond W., Applebaum, John  
L., Barbours, Louis W., Bean, Tilford H., Bels, Forrest, Bells,  
Aubrey H., Bell, James A., Black, Benjamin H., Blackwell,  
Thomas K., Jr., Blackley, William E., Bogus, Maxwell A.,  
Bohannon, George, Bowers, William E., Bowles, Nathan  
Callaway, Mark J., Chambliss, George E., Chubbaz, Ira C.,  
Crowford, Carl F., Daniel, Donald S., Davis, Robert A., Dewey,  
Paul C., Drake, Frederick E., Eastman, Dan W., Eaton, Joseph  
E., Edwards, John W., Edwards, William E., Edwards, Jr.,  
T. Fitzhugh, John T., Jr., Fulch, Ivy E., Gardner, James L.,  
Gay, Sanford W., Jr., Gilmore, Forrest E., Hancock, Henry L.,  
Harselman, Halsey L., Hecht, George H., Hood, Robert T.,  
Hood, William E., Hoot, William E., Hoot, William E.,  
Gerall A., Killmar, Frederick M., Klenke, John, Kyle, Thomas  
L., Landbert, Isaac E., Lancaster, Earl S., Lewis, Charles E.,  
Luter, Elmer G., McMorris, James L., McMillan, Mory C.,  
McMillan, Mory C., McMillan, James L., McMillan, Mory C.,  
Mull, T. Milton, Karl K., March, Charles E., March, Charles  
E., Meyer, John F., Miles, Philip, Moad, William K., Norton,  
Frederick E., Nurnberger, Stanley L., Orr, Robert A., P'Sul-  
van, Edith, P'Sulvan, Robert, P'Sulvan, Roy L., P'Sulvan, Leon  
S., Reynolds, Edwin, Rockhill, Everett E., Scott, Henry  
Russell, James L., Sandifer, Charles R., Kemp, William E.,  
Shackelford, Thaddeus W., Shipley, Everett E., Stillman,  
John L., Stillman, A. A., Stillman, Leonard G., Stillman,  
John L., Stillman, Stillman, Arthur L., Stillman, John E., Stroup,  
Benjamin R., Swann, Thomas R., Taylor, Walter G., Taylor,  
Yantis H., Timberlake, Harold C., Underwood, Ernest E.,  
Vandergriff, Ann W., Walter, Harold, Western, William  
W., Williams, George, Williams, R. Clyde, Wood, Glen E.,  
Woodhead, William W.

CLASS 60, SEPTEMBER 7, 1918.

Abbshire, Rupert C., Adkins, Frank S., Bacon, Clifford,  
Barnhart, Harry B., Beniss, Lloyd G., Blinn, Jacob H.,  
Blair, John K., Bliss, Carl L., Bolton, Charles C., Briton, Sidney  
A., Buchanan, Elmer, Bush, Berley James A., Caldwell, R.  
C., Campbell, George, Canby, Gus P., Carver, W. Carpenter, Robt.  
Chenault, Ben E., Click, James H., Cottingham, Claude W.,  
Craddock, Humphrey R., Craig, Frank W., Crutcher, Walter  
L., Dade, Robert J., Jr., De La Haye, William F., Deane,  
John H., Edwards, Ralph, Edgerton, Edwin, Egle, Ellis,  
John W., Elyse, William, FitzSimons, Chris, Jr., Ford, Leo  
M., Frazer, Robert W., Garlin, Cornelius W., George, Clark W.,  
Gibson, John M., Gilchrist, John M., Glavin, Joseph  
Guthrie, John M., Hayden, James H., Hoffmann, Marvin, Hol-  
land, Herbert H., Humphreys, Leola A., Hunt, Glenn S., In-  
gram, James I., Johnson, Arthur E., Jones, Henry H., Kearney,  
J. Edgar, John, Keith, John, Kelly, John, Lester, John  
Victor M., Loos, William M., Little, Orlando B., Livingston,  
Walter K., Long, George B., Lyon, Theo. A., McAttee, Joe D.,  
McAmmon, John L., Metcalf, Andrew P., Mansfield, Ralph L.,  
May, Fred, Maynard, John, Mayne, John, Maynor, John  
Morgan, Morphy, Charles M., Nelson, Joyce C., Perry, Albert  
E., Reeves, Hart W., Reid, Sidney C., Richardson, Robert P.,  
Ricker, Norman H., Sarff, Edith H., Simmons, John R.,  
Smith, Charles, Smith, John, Smith, John, Smith, John  
Stockman, William T., Thompson, David H., Jr., Trent, Charles  
E., Tuttle, Herdell W., Walker, Earl R., Walsh, Charles A.,  
Weinberger, Carl J., Jr., Weston, Frank L., Wishnaw, Wilfred  
W., Wilson, William Wright, Richard L., Wood, Andrew  
Cyril M., Dutton, Winford A.

CLASS 61, SEPTEMBER 14, 1918.

Aldredge, Robert F., Baker, James C., Baxter, William H.  
 Jr., Bishop, Walter W., Jr., Bolen, Harry L., Bonidin, Arnold,  
 Good, John F. Jr., Brogan, John H., Burton, Geo. A., Byers,  
 Edmund L., Caffery, William J., Callahan, John W.,  
 Clark, Eugene, Cove, E., Curch, Samuel S., Clarke, Norman  
 B., Conn, Richard D., Cox, Howard C., Dargatz, William H.,  
 Decker, Edward N., Deacon, Albert H., Jr., Eichelbrecht,  
 Joseph A., Eshen, John W., Flett, Frank G., Goodjohn, Michael  
 A., Graham, Robert H., Grayson-Kemper, Henry F., Harrell,  
 Wallace M., Jr., Harberger, Oscar W., Hendrixson, John E.,  
 Hoffmann, Louis E., Horbar, Marvin C., Hutz, Robert L., Hunt,  
 James M., Hynes, John J., Jacobson, Harold J., Johnson, Leonard  
 J., Hays, Charles E., Jewell, Harold J., Johnson, Frank  
 G., Kelly, Brian M., Knox, Carl G., Konartz, Joseph S., Lang-  
 looth, Edmund C., Lawrence, James H., Leuch, Paul D., Lewis,  
 John A., McLean, John W., McQuinn, John J., Miller, Ernest  
 August J., Matthews, Thomas R., Miller, Ernest M., Myers,  
 Sidney R., Mulesworth, Edward R., Moore, Frederick W., Moser,  
 Carl G., Munday, Morgan L., Niscent, Morgan T., Oettinger,  
 John W., O'Neil, John J., O'Neil, Harry, O'Neil, John J.,  
 Palza, George, Pienkney, Edward A., Pickett, Louis H.,  
 Rogers, Samuel A., Rogers, Harold N., Schragg, Louis H., Sill,  
 Harold L., Smith, Harris A., Smuthe, Charles A., Starko,  
 Joseph L., Taylor, Howard, Taylor, George A., Thompson,  
 Taylor, Howard, Trout, John S., Van Ansdell, Norman, Van  
 Struce, Arnold W., Warner, Guy L., Wells, Raymond C.,  
 White, Frederick F., Wilkinson, William W., Williams, Thurston  
 W., Wilson, William J., Wilson, Arthur C., Wood, Noble  
 Noble, Wood, Arthur G., Antos, Hector R., Zehrbauer, Clarence  
 H., Blair, John E., Wear, John P., Jr., Allen, William M.  
 Blakney, Anthony C., Bradley, James Jr., Brooks, Herbert  
 J., Brown, John W., Brown, Arthur C., Brown, Arthur C., Jr.,  
 Walter J., Glenn, John C., Remington, Hendig G., Mahaffey,  
 Raymond P., Pipkin, Glenwood H.

## CLASS ROSTERS

CLASS 62, SEPTEMBER 21, 1918.

Allen, Phil M., Andrews, Charles W., Arnold, James D.,  
Austgen, Ernest C., Ballard, Herbert E., Baskin, Leon D.,  
Bernhard, Deward L., Block, Helmut E., Bonner, Thomas S.,  
Bowers, Walter A., Boyd, Arnold H., Boyd, James H., Buly,  
Charles H., Burt, George W., Caldwell, James, Arthur L.,  
Canning, Ralph H., Campbell, David W., Carson, Walter L.,  
Cassell, Paul H., Cox, Harry R., Combs, Charles, Combs,  
Coxell C., Council, Harris S., Cox, Edward P., Crenon, Edith  
P., Davis, Albert K., Day, Edward W., Decker, John  
W., Decker, John L., Decker, Carl, Decker, Richelberg, Hugh D.,  
Evans, William T., Eliabets, Joe C., Fost, Frank H., Gale,  
Freeland, Gordon, Fred J., Griggs, William R., Haywood,  
Franklin P., Hawthorne, Chas. E., Heim, Jack, Hennings,  
William E., Hoffman, Fred, Jones, Richard  
W., Johnson, Ronald D., Kurtz, Paul S., Koval, Chappelle,  
Richard de, Latimer, Robert R., Leach, Hugh, Lester, Edward  
R., Livingston, George D., Long, Eli, McCue, Harshel L., Mc  
Govern, Grover J., McMaster, James T., McLaughlin, James  
L., Mack, James L., McLean, Homer L., Monroe, Kenneth H.,  
Moore, Albert C., Moore, Wilson D., Morrison, Lloyd N.,  
Morrison, Arnold G., Murdock, James A., Olson, Adolph H.,  
Payne, Richard P., Phillips, Jack, Pittman, Harold P., Price,  
Ira L., Randolph, Harvey L., Rawkins, Robert, Ray, James  
H., Reichenbach, George, Roach, Robert, Robinson, Charles E.,  
Robinson, Charles J., Seasted, Frank A., Sherwood, Glenn L.,  
Smelan, Francis M., Skouras, Spyros P., Smith, Cedric C.,  
Smith, Donald E., Sperry, Albert A., Starr, James H., Stettin,  
Robert, Stettin, Arthur W., Stettin, Arthur W., Stettin,  
Samuel E., Suchland, Fred G., Suduth, Kenneth T., Tapslow,  
Paul B., Thompson, James M., H., Thornton, Maurice E.,  
Trimble, John, Vest, George W., Volkmuth, Victor H., Wagner,  
Ivan H., Wakefield, George R., Walquist, Lillian H., Warner,  
Thomas W., Wilson, Francis M., Womack, Travis T., Wood,  
Frank A., Wood, Jack B.

CLASS 63, SEPTEMBER 28, 1918

Adams, Edward G., Allen, Carl F., Anderson, Robert G.,  
Anderson, Walter S., Andrus, Carl F., Arnold, Howard, Bechtel,  
George A., Boardwright, James K., Bower, Benjamin A.,  
Brinkley, Joseph L., Buchanan, Charles H., Bushnell, Alan H.,  
Butler, John W., Calkins, C. C., Calver, C. C., Calkins, Andrew  
Crawford, Vivian F., Crow, Harry A., Dale, Norman G.,  
Donovan, George P., Doyle, Edwin M., DuRoi, Joseph T., Ellis,  
William A., Egan, Theodore K., Fierisch, Mark F., Freeman,  
George W., Galloway, C. S., Galloway, C. S., Gallagher,  
Harold T., Gerard, Stephen, Gilmann, Robert P., Givokov,  
George M., Green, Rolf Hall, Hyde K., Haven, Edward G.,  
Haydon, Frank, Hodges, William S., Heltich, Donald L., Hen-  
derson, Arthur H., Hines, Thomas R., Hinson, Charles W.,  
Hobbs, John C., Homan, Robert L., Houston, J. W.,  
Hundley, James C., Hunter, Robert M., Jirame, James L., Kall,  
Vernon A., Kale, Richard L., Kenvon, Herbert P., Kinross,  
Edward H., Lee, Frank W., Leinen, Elmer H., Loftus, Fred H.,  
Lofgren, Edgar A., Long, William H., Lott, George W.,  
Mayer, Adolph, Meyer, Edward B., Morgan, Ellis H., Murchi-  
son, Fred H., Nowlin, Harold B., Nutt, Roger, Ogilvie,  
Ferdinand H., Osborn, Walter C., Pillsbury, Gus A., Potter,  
William D., Pritchard, George A., Rader, James A., Rader,  
William D., Robinson, Donald L., Robinson, Louis T., Ros-  
s, Donald D., Rowe, Donald M., Russ, Allen H., Schley, Thomas J.,  
Schutte, Jacob E., Scott, Donald E., Sexton, William, Sheffield,  
William H., Shoenfelt, Everett E., Smith, Walter A., Sperry,  
James H., Sperry, M. A., Sperry, M. A., Sperry, M. A.,  
L. Stephens, George C., Struwing, Taylor, Swatek, Charles  
M., Terry, Vern, Thompson, Clinton S., Thornton, Raymond E.,  
Torkelson, Elmer M., Tucker, Thomas N., Van Kenan, John D.,  
Vanderpool, William H., Vetter, William H., Vetter, William H.,  
Wheeler, Robert B., Whittemore, George S., White, Milton P.,  
Wimberly, Abbal B., Young, Benjamin L., Yule, Fred P.

CLASS 64, OCTOBER 5, 1918.

Abbott, Walter L., Anderson, Fred H., Atterbury, Roy L.,  
Austin Samuel L., Baillieff, Thos. G., Kim, Robert F., Bain-  
hart A. S. Bowls, W. C. Beyer, F. M. Bradley, H. N. Brown,  
T. N. Bryson, A. D. Busher, W. C. Hyam, M. T. Campbell,  
C. E. Cassin, H. J. Chappell, R. C. Chasler, J. Davis,  
J. Davis, A. J. Davis, K. L. Dawne, N. F. Doyle, W. R. Drake,  
H. L. Ehrenkrantz, C. P. Ethlys, L. E. Fedelez, T. H. Frost,  
E. R. Garvin, L. V. Gibbs, J. P. Golden, W. S. Hamilton W.  
S. Lamb, K. B. Langford, W. H. Lewis, W. H. Linn, W. C.  
L. Heat, B. R. Harberger, W. H. Hines, W. E. Jordan,  
K. P. Kares, L. B. Kavanagh, J. R. Kemper, E. P. Kerating,  
A. A. Klein W. L. Kohler, J. E. Lamb, L. J. Larson, I. C.  
Gale, L. A. Little, Jr., Morris, R. C. Mullins, J. C. McInnis,  
R. P. McKen, A. Mack, H. A. Magill, H. T.  
Martin, C. Martin W. L. Massa, W. H. Muncke, K. H.  
Merritt, H. W. Mitchell, Walter P. Moltrup, Jas. P. Mounts  
W. C. Myers, J. O'Connell, Henry O'Hara, J. O'Neil,  
Orin G. Ovalle, Jas. E. Patterson, John J. Pollock, Elmer  
W. Quall, Frank W. Ramsey, Carl J. Resser, Edgar S. Rey-  
nolds, Burrell A. Rives, Jas. P. Roberts, Harry E. Roman,  
John A. Ross, J. A. Schaefer, J. A. Shepley,  
Abraham L. Sherwood, Clara J. Smith, Ballot P. Smith,  
D. Stafford David F. Stansfield, Jas. E. Stephens, Homer L.  
Stefelw, Stuart F. Stult, Jas. C. Stone, Fred A. Taylor,  
Augustus F. Stout, Wm. Valdez, J. Van Hook, Harry  
B. Underlin, Lewis W. Waldron, Lester J. White, John  
Jr. Williams, Harold G. Williams, Roger L. Wilson, Wm. S.  
Wisnel, Fred L. Young, Austin Jr., Walton, E. K., Keller,  
Farriman, Robt. L. Picklen, Ino. D. Harrison, Manning, Fred  
kins, LaVerne Porter, Thos. S. Wilkinson, Frank H.

CLASS C5, OCTOBER 12, 1918.

Adams, William P. Bixby, Max Black, Alfred C. Blinston,  
Chester A. Bloss, John R. Breck, Spencer Bruton, John T.  
Cain, Howard S., Canfield, Howard S., Cantoll, Joseph W.

[illegible]

CLASS EE, OCTOBER 19, 1918

Blatt, Jackson, A. H. H., Boyd, Frank, H., Pickling, Arnold C., Buckling, William G., Bunnett, Emanuel, G., Cohen, Roland H., Carlson, Harry W., Catta, Peter P., Chen, Joseph, Cron, Milan E., Dietrick, Oros J., Elliott, John M., Erb, Harry, Evans, John W., Frisch, Burton H., Galsbon, Elmer H., Gilling, Hayden G., Hardieck, Alonzo W., Hart, Samuel, Hine, Henry I., Howells, Charles L., Hughes, Lawson H., Hutton, Lige W., Idings, Arthur, Jacobs, Thomas A., Johnson, Edwin, Jones, John W., Keen, Harold C., Kestner, John W., Koonin, Raymond H., Koonin, Harry L., Lagan, Ernest M., Lowrie, Perin H., McCarroll, Robert H., McGreevy, Richard J., McMurray, Robert G., Mahon, Alexander W., May, Howell H., Moran, Joseph A., Nichols, Marvin C., O'Brien, Larkwood, Gunnard, Walter L., O'Neil, John W., Shumatt, Albert C., Simmons, Joseph E., Spaulding, Fred H., Stafford, Frankland P., Stummann, John P., Taro, Raymond H., Tooley, Roy P., Tuttle, Elsworth W., Valade, LeGendre, A., Vetter, Frank M., Whiting, John W., Wise, Harold G., York, Clarence V., Bacon, Francis W.

CLASS 67, OCTOBER 26, 1918.

Hirbeck, Robert T. Blitch, Norman H. Jr., Brown, Thomas H., Buchanan, Hubert K., Clark, Phillip J., Colter, Marion F., Conrad, Edwin O., Daines, Leo A., Dean, Charles W., Downs, John J., Dorell, Golden S., Larabee, William J., Ferguson, William J., Kram, Raymond, Lathrop, Charles, Lutz, Robert, Cordes, Walter H., Grogan, William H., Hall, Elmont H., Hunsford, Don S., Hughes, Charles W., Javne, John C. W., Jones, Russell S., Keith, Kenneth B., Kent, Thomas M., Koller, William C., Kuehn, Karl, Lamm, William, Lathrop, Charles, McDonald, Frank L., Hahffes, Dwight W., Naughton, William P., Monroe, Walter F., Paulsen, Leuch O., Penise, Robert H., Percell, Charles L., Radway, Henry L., Reaney, Paul S., Rouman, William E., Ramsey, William, Schaefer, George A., Colby, Paul S., Emrich, Arnold B., McCulland, Darwyn A., Peck, Maurice C., Pfaff, Armand C., Simmons, James M.

CLASS 68, NOVEMBER 2, 1918.

Bill Leonard T. Berry Tomma, L. Betts, Albert B.  
 Blanchard Roland, Maggett, Joseph D., Coice, Milford J.  
 Coveit, Tobias C., Dougherty, Randolph, E. Reid, Russ E.  
 Francis, Kenneth L. George, Elmer de W. Hecmanace, Andrew  
 H. Joseph, Pearl D., King, Benjamin H., McConnell John  
 Prothero, Floyd S., Weston, Nathan E., Robinson, Marjue E.  
 Jr., Rhodes, Ernest C., Romig, Carl O., Stegall, Albert S.  
 Stratton Ed K., Ward Fred L.

CLASS 69, NOVEMBER 9, 1918

Alexander, Harry E. Austin, Cecil, Bustin, Leo D.  
Cantrell, Royal A. Gaither, Burgess W. Gorr, Aleigh E.  
Griess, Justin W. Hottle, Bufford Jacks John P. Jacoby.  
Ray L. Pierson, Joseph H. Withers, Henry P.

CLASS 70, NOVEMBER 16, 1918.

Hunklin, Louis J., Green, Harold L., Love John M.  
Thompson, Tell.

CLASS 71, NOVEMBER 23, 1918.

Davis, Richard E.

CLASS 72, DECEMBER 7, 1918.

Adelhold, Wilcox J., Bailey, Norman S., Bashon, Hendrix  
E. Brown, Newberry H., Chis, Robert S., Conner, Russell J.  
Dougherty, Clarence W., Harrison, Edgar E., Hearn, Charles  
L., Healy, Alvous, Hunsch, Monty F., Kane, William E., T.  
Kane, William E., Kline, Percy, Krawitz, Alva L.,  
Piers, John S., Rich, Robert, Reynolds, William C.,  
William D. Russell, Carl J., Scheideinheim, Albert K., Scherer,  
James E., Shugart, Harold E., Singleton, Ray, Smith, Thomas  
A., Smith, William, Solari, Thomas, Stinson, Edgar C.,  
Stock, George B., Tibbitts, Ray, Williams, William  
borough, Louis G., Armstrong, James B., Atwood, Vernon J.,  
Auman, Allan A., Bennett, Raymond, Bullock, Harrison  
J., Jackson, John E., Jones, H. E., Davidson, Roy, Dewey, Ed-  
ward H., Evans, Noel B., Evans, Lester L., Galt,  
Garigus, Woodford M., Gellatly, Lester L., Granberry, Hal C.



## CLASS ROSTERS

Harvey, Jack D., Jett, Wm. S. Jr., Kemp, Van Horne, Knox, Sam-I-S, Lavyer, George L., McFadden, Bruce G., McFadden, Leslie A., Orgill, Edmund, Peple, Gustave A. Jr., Puder, George J., Powell, Willard B., Richardson, Noble N., Slack, Francis G., Stanford, Edgar W., Stuart, Herbert E., Vernon, Miles H., Wood, John P.

### CLASS 73, DECEMBER 14, 1918.

Alspaugh, Hugh P., Ayers, Chester, Brown, Arthur C., Burns, Joseph A., Campbell, Archie E., Carlson, Louis A., Carter, Willard G., Casso, Thomas J., Cleland, Mont G., Coon, Hugh W., Coburn, Albert R., Curlyvan, John P., Davis, Don D., Dinmore, Chester A., Dimey, Harry P., Eldridge, Paul W., Ford, Daniel L., Foster, John R., Garton, Vera E., Geise, Charles B., Goetz, Wilbur E., Hanson, William C., Harman, Gabriel C., Harrison, Robert L., Paul, Russell J., Johnston, Harold W., Jones, Will, Wough, James G., King, Joseph A., Kruse, Charles H., Langdon, Clarence L., Law, Raymond G., Jewell, Adrian E., Limbacher, Thomas R., Lindgren, Carl C., Louthier, Paul K., McArthur, Thos. N. Jr., Mowin, Dale, Nachtway, Albert M., Parsons, Felix N., Pearson, Alfred P., Pittman, Biddle S., Jr., Reid, Chauncey S., Rice, Orville O., Rumbaugh, DeForest, Short, Leonard R., Simon, Harry A., Skillman, Chas. F., Smith, Grover L., Smith, Raymond D., Sorg, Paul M., Steele, William M., Striker, Wallace M., Capt., Sullivan, Harold J., Swinson, Richard H., Taylor, Merle, Teach, LaVerne, Thomsen, Roscoe C., Turner, Toby L., Ulrich, Robert S., Valentine, Clyde W., Vandercell, Leo E., Wagner, Robert L., Walker, Sidney L., Ward, Robert L., Warner, Leighton J., Weller, Marielle S., West, Francis J., Jr., Wilson, George H., Wilson, Leonard L., Winslow, Marion J., Wood, Edwin R., Ziegler, Walter, Jamieson, Jos. E. 2nd Lieut.

### CLASS 74, DECEMBER 21, 1918.

Bentsen, Lloyd M., Black, Clair S., Bradley, James E., Cairnes, John C., Carleton, Harold A. R., Cullison, Douglas C., Donaldson, Frank P., Rhoads, Elmer E., Fitcher, Ralph G., Fredlund, Frederick A., Hoglund, John A., Kuebler, Alfred L., Larson, Roy R. D., Lundgaard, Elert E., McSmylie, Orrin T., Morandis, David, Murphy, John R., Pinkerton, Vernon S., Price, Clarence C., Ranson, Robert H., Smith, Norman A., Williges, Len M., Krvin, George H., Forsythe, Everett C., Rossfeldt, Victor L., Shea, John H.

### CLASS 75, JANUARY 5, 1919.

Aaron, H. L., Ranfill, C. Y., Barbee, S. N., Boeb, J. P., Brown, G. C., Carroll, A. B., Caywell, W. W., Chilton, R. N., Clark, E. W., Clark, J. E., Cowan, R. T., Fawcett, H. J., Fajjar, W. L., Foster, R. P., Fowler, G., French, A., Gertt, E. C., Harman, E. H., Harman, W. L., Harford, C. E., Hestand, B., Jackson, N. D., Lester, C. R., Lowry, S. M., Marshall, W. M. Jr., Matthews, J. J., McIner, F. H., Meyer, C. E., Miller, B. A., Murphy, Thomas, Perry, P. R., Redington, W. T., Schmitt, L. F., Shaver, P. D., Shaw, G. W., Skiles, C. P., Thorne, H. W., Washburn, G. H., Webb, L. S., Williams, L. B., Woodard, S. C.

**Officer Observers:** Ellis, P. H., Bailey, J. H., Bellows, E. B., Black, E. C., Carls, E. E., Cassell, J. C., Colm, R. L., Crumb, H. C., Drew, F. L., Eastland, R. P., Estes, W. B., Farnham, J., Ferrell, E. B., Gaudard, R. H., Herman, L., Harman, W. G., Kennedy, T., Kinsburg, E. M., Knox, C. R., Lewis, J. E., Lindblom, E. A., Lockwood, M. K., MacIntyre, H. E., Makilski, S. J., Merriem, L. C., Morry, G. B., Patton, E. J., Reek, R. L., Perry, Harley, Pierce, R. A., Ray, L. C., Rogers, W. J., Shaves, F. P., Trickey, C. T., Vichon, W. R., West, E. H., Young, R. L.

### CLASS 76, JANUARY 11, 1919.

Bergman, Walter G., Budge, George M., Chase, Donald R., Clark, Edward C., Edinburgh, Harold W., Gardner, Ralph A., Gault, Frank C., Gibson, Theodore E., Goodrich, Nelson R., Hills, William L., L'Amoreaux, Betty C., Marland, Guesse R., Riley, Harold P., Sals-Livmore, W. S., Sturdevant, William N., Sulphur, Preston L., Werhan, George E. H., Williams, Raymond E.

### CLASS 77, JANUARY 18, 1919.

Akers, William M., Becker, Paul M., Birding, m., Frisco, T., Curwall, Frederick R., Glacquire, Ramsay M., Gibbons, John S., Hill, George W., Hines, Paul S., Knuth, Frank Jr., Lahr, Edwin E., Mitchell, Wale L., Murr, James M., Rumbaugh, Frank L., Savage, William S., Teter, Paul E., Walling, Norman R., Whitteley, Robin A.

### CLASS 78, JANUARY 25, 1919.

Bird, Wallis C., Brannon, Homer T., Brown, Earl, Fleming, M. C. Jr., Graver, Elmer L., Hales, James L., Hoar, Robert M., Kretzel, Ralph L., Jacobs, Harry L., Jacon, Lloyd M., Kimball, Elias S. Jr., Lathams, Peter E. Jr., Leary, James B., Loh, Egbert P., Macgregor, Arthur S., Merchant, Dymond H., Meibahn, Ernest H., Moller, Joseph A., Morgan, Arthur W., Nichols, James S., Nichols, Newton Y., O'Malley, Charles H., Palmer, Dudley P., Schlichter, Stanley M., Sloss, Stephen G., Swanson, Ralph A., Vance, Frederick S., Walling, Jant S. H., Wagner, Robert B., Williams, Gagner, Wells, William J., Wilson, Win. S. Jr., Woods, Lottie E., Long, William.

### CLASS 79, FEBRUARY 1, 1919.

Barrroughs, Robert P., Chidester, Murray B., Christie, Lax B., Gilguth, Lawrence J., Grace, Willson H., Hartford, Milford M., Jenkins, Kneeland, Keisker, Chas. W., Lemmon, Leora I. R., McBeth, Joe S., Nemby, Glenn H., Perry, Robert E., Roadhouse, Colli S., Sandusky, Frederick M., Sheldon, Morris F., Smith, Peter T., Somp, Carl W., Stodd, Stanley A., Tolman, Mansfield, Vellanti, Frank A., Walder, Geo. J., Westfall, Chas. E., Westlake, William, White, John, Wolfarth, Leonard G., Yostheimer, Milo P.

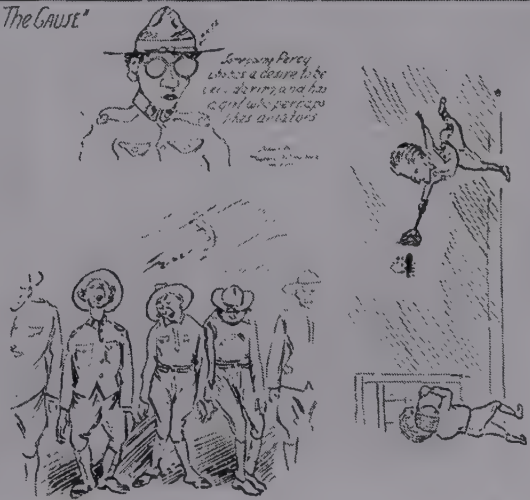
### CLASS 80, FEBRUARY 1, 1919.

Angell, Robert C., Barber, Joseph K. Jr., Bar, Paul E., Beckard, Harry D., Brady, Paul T., Jr., Brewer, Lys. Jr., Browning, Kenneth S., Butler, Bernard B., Cabot, Frank W., Cochrane, Nicholas, Carson, William H., Carter, Job. H., Cary, John H., Chabauk, Delwin E., Connolly, John H., Corry, Frank S., Crotch, John C., Gussan, Samuel J., Hayes, Frank C., Davis, Chester C., Dishes, Harry M., Earle, Richard T., Forchund, Harold F., Finkensland, Robt. L., Haines, William J., Harmon, Gahne E., Harris, Chas. R., Hill, John E., Hooper, John W., Hunsell, William G., Humphreys, Noble H., Jones, Philip N., Kelley, John H., Kelley, James E., Laxon, Walter J., Lane, James W., Mallon, Walter R., Manchester, Mitch. W., Maylaw, Daniel W., Mitchell, William T., Meyer, Robert A., Nelson, Edward A., Olson, Chas. L., Pope, Roger W., Ratsch, Rudolph F., Reed, Jos. H., Richardson, Jay. H., Rutter, Edmund J., Smiler, Herbert B., Spur, William C., Stuart, Donald H., Summerland, Dean P., Taylor, Hamilton D., Tomlinson, Clyde L., Torrice, William A., Vachon, Albert R., Warren, Arthur, Westcott, Richard A., Westcott, Francis R., Wilson, Edwin H., Wiles, Charles A.

### CLASS 81, FEBRUARY 1, 1919.

Bruegger, Robert D., Chappelow, Diana H., Cowan, Theodore H., Cummings, Chas. M., Fryer, Clayton G., Golden, Donald P., King, David J., Lee, Alfred N., Loken, John A., McCarty, William E., Ombrock, Joseph E., Polisky, Hubert B., Shaw, Howard W., Stevens, Max F., Tost, Jacob C.

"The Gause"



ALL GET TENNIS PRACTICE

## A CADET'S LETTER HOME

Dear Friend Hank

I received the letter via rote Thanksgiving day tellin' about Sam's been engaged to Cal Bennett from up Richmond way and I was glad to hear it because she ain't got no egotism and now a aviator like me can't be worrying about no women because he's got troubles enuf as it is and if she wants a feller like Cal, she can have him cause over one nose that he ain't so much. Ever since he came back from the agricultural school and started farmin his place the way he don't, anyone would no he was a darn fool. It's just a fool's luck that he would make the farm pay with all the new fangled moshuns of his. Well, he can have her for all I care and I won't shed no tears.

If I ever come back tho, Hank, in my new uniform with wings which I'll get after I get my RMA test, and boots she'll forget that poor fish and want to take up where we left off alright but I'll tell her to go to him 'cause I don't want her. I suppose it'll break her heart but it's no fault of mine if she fell for a stinker like him when I went off to join Uncle Sam's flying forces.

I wish I could be there for Xmas, Hank, but I guess we can't make it. Today the instructor said that ya can't tell when Germany'll bust loose again and the Government was plannin and expectin big things from the new bunch. I reckon that's turnin now and couldn't stand to spare any of us now and if we went home we'd probably want to stay. He said that all a German ace had to do was watch us fly and he'd get so dinked he'd fall or if he didn't he'd probably choke from his heart been in his mouth an lose control of his ship. He ment that thaid he was scared, I guess. Well, Hank you see how it is and a stinker like me ain't goin to disappoint old Uncle Sam even if he has to miss Xmas with the folks. Duty first, Hank, and pleasure after.

San Tene is quarantined again account a flu and we miss the picher shows an the dances, but we can still promenade the ladies on the mezzanine floors of the Hotel and give the girls a treat. Gosh, Hank, the wimin all fill for a aviator somthin awful and ya mite let that one drop equal like to Sarah and watch the effect but maybe ya hadn't better either or she might come down hear or else couldn't forget as it's easy for me to do.

Ya said ya'd like to here last hand about what we're doin hear so I'll sent a outline for you what we do an ya can read between the lines like. I'll give you the salubus if ya no what that is an you can fill it in.

When we first come here we didn't have anything much but fating, bunk and outdoors, an a little close order drill but course that was easy because a man that's been in the army as long as me an a couple of others that transferred from the old 21st in Gold Brick, thru anything. Anyway we got drilled in sum Medical Officer or sumone who never had a chance to drill a company and wanted to before he went home, an anyone nose that a man that has never bin in the army an nose only what he's heard from some of the regulars that's around don't no if a movement is bein done right or not so we was sorry when they took us off an put us in schol. Right hear I want to say that they are makin a big mistake 'cause we get the same things we got in the Grounded Schol and there nint any use takin the same things twice, is there. And there's Masheen guns and airplanes and engines that we tin down and put together an fix we don't take down the airplanes tho, we just put them together, some Kewee has torn her apart, and the Sargants that teach us is hard hauled an won't let a feller sleep, well we got only 73 hours more classes an that helps. We fly, Hank, in the morning 'cause the air isn't so bumpy as it is in the afternoons and the instructors are all groucher then, two that's part of their job, bein grouches. I got wan that's got his job sinched. I'll tell ya later why.

At 5:15 every morning but Sunday we got to get up for reveilly just to remind some of em there still in the army. The guy that fringed out Roy's'll never have any luck no no one with any sense'd no there's nothing to get up for in the middle of the nite. There's a lot a things that no one can figure out they do in the army.

The chow, Hank is the best that the army gets but I didn't say anything about the coffee, I couldn't tell ya what we had that 'cause our folks might want to read this letter and ya couldn't show it to um. Then after everybody has dug his thumbs into the other fellers ribs and kicked

his shine as much as he dared to he eats the hot cakes he's been holdin under the table 'cause he's got a grudge against the fellers at other end of the board an don't want to see um get anything.

We go back to the bunk house to make up our bunks for impressum an dress up for flyin which starts as soon as it's late enough. There aint many of the boys flyin because if they was all on the flyin list there would be no one disappointed, and that aint the nint. Told ya before that we fly in the mornin an go to schol in the afternoon an then comes reveilly at 5:15 when the band comes over from Kelly No 1 to play and I'll bet if it wasn't for the band there wouldn't be meny out 'cause the same part of the Prater program that took Alcazar-Lorraine from Germany took, disappin away from the Cadets an va no what disappin means to the army, it's like water to ducks or fodder to steers. They got to have it. Curnel Moss in the IIR explains it so's no one can read it, but ya got to have it just the same. After we stand reveilly, that is, some of us stand a while some slouch like, we pass the Major in revery and that is about all good he sed, we just pass. The line is spaced to be strict but ya can't expect boy semita to do that. We got a new K.O. now tho, Hank, and he's a old regular like me an a couple a others so we can expect somethin better later on. After supper we can do anything we want to if we don't get caught. I've cut out a shootin claps for good so we go to the "M" and play the phonograph and sing songs. I understand from roomer that we are going to get a badge for four duty an since we been soldier in Texas I don't think it more'n right.

Lights go out at 9:30 but no one goes to bed because they wood lose their reputashuns as rounders an if they went to bed when they was suposed to some a the fellers that was in bed could sleep an no won want to give em that much pleasure. The other nite one of the new class got rite up in the middle of the bed about midnite an woke everybody up 'cause he was a holier son, he was a givin a leech-choke an he was a sayin "Now pull back the corkin handle as far as the valve sticks but keep ya line a site on the interesechun of the diaphragm an the butt-ting-let the crank pin sweep back sharply so that the carriage is firmly cot by the running splic-tion adjust the tappets to 610 an we have a fan because it can't be remedied by immediate action."

The first day I went out to fly they stuck a instructor in the ship to learn some a the stuff I had lerned at the Grounded Schol, I guess, because I new how to fly long before I left there. I'd remembered about sevin that the engun turned up 1400, inspect her all over, yell "thumb-incks" or "Contact", bed her into the wind and take off but this guy made me put on my belt an a lot o' fool things there ain't any use in, for he sed we'd take a little joy ride. I asked him if he wanted me to take off an he sed "I had better 'cause it is the rainy season an as we go right over the hangars we want to leave the roofs on as the ships might catch cold". Right then's when I'd ot to a gotten a new instructor 'cause I new we'd never get along if he was as careful as that 'cause I'm a careless young feller, Hank, and I like company. If I'd got Swany I'd a been happier. Well, we took off and by the time we got over the road an bunk house I was kind a glad he was a hold in the stick. Every-thing went to kind a fadin away an getting smaller an the last time I looked the towers looked like toad stools on the ground.

Well Hank, the Guy that invented Dnallmans must have been a nut 'cause no one but a nut could have that of a fool thing like that. Ist that nose went down a little, then the darn thing reared rite up an things started, the ground, which was below us swung up over an if it wasn't for the belt I'd a gone. Then we hung there for about ten minutes an finally she shot down an rited herself; I no the instructor didn't have anything to do with her coming out 'cause he looked at me with a scared look as if to want me to save him. He sed not to grab the stick that way I done 'cause his wife was lookin for him home for Xmas an he didn't want to disapoint her. I wish they wood put lugger belts in these ships, Hank an make these fellers cut out the stunts. Believe me no stunts for me unless I'm a doin them myself, and when I say a thing ya no I mean it.

When I felt her rite side up again which proved what they sed at Grounded Schol, that if ya let em go they will



## A CADET'S LETTER HOME

come out themselves. I opened my eyes an he sed he couldn't make tha 5th, for me hit wood I show him how. I sed no, cause I didn't feel well after tha toemaln poisonin I had tha day before an that maybe we'd better go back to tha field as sum of tha others mite want to ride an I didn't want to hog it all myself.

But he sed that he new one that was good for the toemaln cause it was a alin of tha stomick an tha breakfast I ate probably wasn't tha kind I shoold have ate so he shot her off an kind o' stoped her in tha air an I begin to feel kinder better but tha nose went down agin Hank. (someday they'll bild 'em that aint nose bey an then a feller'll be able to fly rite) but this time instead of tha ground goin up above like it done before it only went up part way and the lake thats near here started chasin San Antone and Kelly No. 1 started chasin Kelly No. 2 up thru tha mesceet an tha river started to wiggle like a snake an the hole darn luneh was racin around like the picturs at the "Y" when the fluni breaks. The whid in tha wires is what makes me sick Hank, cause it reminded me of tha storm we had that sumer at home when we lost all the calves that got eat under the shed and thinkin of the por little fellers is what done it.

The last thing I remember plain is the tail of the ship was wavin around like it was loose an was goin to come off an I don't now how times we went around but when the thing finally got straitened out we was a flyin like we was drunk; up an down an sideways but it got thru pickin when it got over tha field an now I no why they got tha croas on the field. I helped one of the fellows clean up the cockpit when I got down, then went an sat on the bench with the rest of the fellers until I got to fellig better. Since I have gotten 10 ours Hank, ar good solo tomorrow if the darned instructor wood let me.

I was goin to quit but I hurd the instructor tell the fellers that I'd make a fine aiator sum day as I had the feat of the ship same as he had the 1st time he went up and so I'm goin to stick cause Uncle Sam needs good aviater. The other day there was a feller that was doin a solo come by a wavin the stick in his hand and everybody started running out to pick him up and the instructors called up the field to send the meat wagon and notify the hospital but he kept rite on goin around; When he came down he brot the stick down with him and it had a tag on it that read "To replace No. 243", the ship he was flyin. It was left in the cockpit an was only a extra wou. Cours every one was glad it happened that way cause you can't fly a ship without a stick no more than you can keep up your pants without suspenders.

Another feller broke his throttle on a ship and couldn't cut her off and he was goin around and every one was wonderin why he didn't come down and the instructor sed he'd broke her run and why didn't he cut the switch, so ever one run out in the field pullin an pushin his left arm like they was cuttin tha switch. Everybody was doin the same, even the telephone girls. But he, bein one of those bunk house aces, didn't have no brains to think with, an couldn't

catch on so he kept rite on goin around and the Cornel was there and he sed a lot a cuss words about him an got mad. I was standin back a hilt an sed "Ya must remember that ya was a Cadet wuner and maybe had little troubles like the feller in the ship, Cornel". He must have felt kind a ashamed cause he got red in the face and walked away. The instructor asked what I sed and then sed the Cornel was only a Cadet at West Point in the old army days when the Soljers were all men and not boy scouts and maybe I hadn't better remind him of it any more cause he was tryin to forget it.

Well the gas finally give out and the feller in the ship maid a 2 point landing on the two wing tips an the nose. He unfastened his belt and was so exsighted he undid it from the frame lusted of the buckle, but he had only worked out his wing when he landed on his neck. Another feller landed an boumet in the air 15 times an they just give him credit for 15 landings an 15 tail low take offs.

Gosh, Hank, it's a lot of fun to sit on the bench with the other aviators an listen to the starns the instructors splin. Even if they didn't have nothin but pushers in those days they deserve lots of credit for bein able to fly the lilt they no how. Well, it'll only be a matter of time till they'll have to leave cause the young fellers that's flyin now'll crowd em out.

The country hear is di flat, Hank, which makes Texas such a big State. It ain't no bigger than our State cause if our's was rolled out it would be just as big, and outside the Buckhorn an tha A lamo there ain't no place of interest. I've traveled a lot of the U.S. since I was in the Army, Hank, and I want to tell you the little old State where we has our mail sent is the best of em all. I'd like to fix up sum day an sircle around the old place like the buzzards used to do over the bottom, that'd sprize the folks woodn't it, Hank, and I can see Sarah and the rest of the girls crowd around to see who it was and I'd walk rite on by her and pay no atenshun to her at all, and I'll bet it old Cal came around then he woodn't be so much after all. Well Hank, a lot stranger things have happened and the day of miracles ain't over yet as my instructor sed the day we went into a tail-spin over the hangar an like to hit a ship on the line; he sed I shoold be in the billard business becauze I good furnish material to make all the balls and still have plenty left-meenin that I good outfigger the feller that sells the balls cause I got brains and he's got to admit it.

He's a grouch anyway, Hank, as I told ya and that he wood hold his job cause he's qualifide as he's got what a instructor needs.

Give 'em all my love, Hank, and your sister Anny and tell 'em theres one hain't forgot 'em an thats your old Pal, Dave.

(A blentor, as the Freshman says)

P.S. If ya seen Sarah just tell her where I am and that if she cares to she can drop me a line cause a feller gits kind a lonesome at that, Hank, and a letter from most anywun helps.



A Cadet Parade

## PENN FIELD, AUSTIN,



Lieut. Wellington Arnold, Transportation Officer; Lieut. Jesse H. Howe, Aero Supply Officer; Lieut. J. Belmont Jones, Executive Officer; Capt. Byron H. Mills, Commanding Officer; Lieut. Mark H. Remann, Post Adjutant; Capt. Robert V. Gallagher, Post Surgeon; Lieut. James H. Everett, Asst. Personnel Adjutant; Lieut. B. W. Goodware, Radio Supply

Officer; Lieut. Cecil E. Archer, C. O. 517th D. A. S. Det.; Lieut. J. Harold Carroll, Camp Supply Officer; Lieut. Charles H. Thalmon, Police Officer; Lieut. George W. Sawyer, Engineer Officer; Lieut. Arnold S. Morse, Asst. C. O. 517th D. A. S. Det.; Lieut. Parker A. Ald, Personnel Adjutant; Lieut. Theodore W. Brand, Asst. Personnel Adjutant.

## HISTORY OF THE AIR SERVICE SCHOOL FOR RADIO OPERATORS,

### PENN FIELD, AUSTIN, TEXAS

**O**N MARCH 29, 1918, the War Department arranged with the University of Texas for the establishment of a school at the university for the purpose of training Radio Operators for the Air Service, Field Artillery, and Coast Artillery. The aim of this school was to train men as quickly as possible in the science of maintaining, constructing and operating radio apparatus of the Air Service, including the wireless telephone.

Dr. S. L. Brown, of the University of Texas, was selected as President of the Academic Board, and assembled a staff of civilian instructors to assist and co-operate with the commissioned and enlisted staff for the course prescribed by the War Department.

The following subjects were included in the curriculum: Elementary Electricity, Practical Radio Operation, Buzzier Practice, Artillery Co-operation, Direction Finding and Wireless Telephony. Military drill and Discipline was also emphasized, to make soldiers as well as Radio Operators of the students. Lieutenant C. H. Thalmon was assigned as Senior Military Instructor.

In the beginning the course consisted of twelve weeks of intensive training, in classes of approximately fifty men.

Early in April Captain T. L. Bailey, who had been stationed at S. M. A. Austin Texas, was assigned as Commandant of the School. Other officers reported rapidly and when the first contingent of students arrived, the school was ready for operation.

Brackridge Hall on the University campus was taken over to be used as a barracks, and the Engineering building was used for classes and headquarters office. The men were fed in the cafeteria of the university. The Athletic Field was used as a drill and parade ground.

During the summer the attendance was increased considerably and additional space for barracks was found in the Law Building. K. Hall was taken over for classes and the auditorium of the university in the main building was used also. The men's gymnasium was used for a buzzer practice laboratory.

With the rapid increase in demand for trained radio men, the need was soon seen for the expansion of the school and plans were drawn up for the construction of a school and flying field to be situated near Austin. A site

of 310 acres was finally chosen, located about three miles south of the city on St. Edward's Plateau. The location is ideal and the surrounding country favorable to flying.

The plans called for buildings of a permanent type, consisting of an administration building, two school buildings, mess hall, six barracks, ten hangars, a V. M. C. A. hut and a hospital, estimated at a cost of \$600,000.

On August 27th work was started on the site and a large part of the Field was cleared of underbrush. The engineering work was under the direction of Prof. Edward C. H. Baniel of the University Faculty.

It was decided to call the new location "Penn Field" in honor of the memory of an Austin boy, Eugene Donk Penn, an aviator cadet who was killed in Italy near the town of Foggia on May 20, 1918, while in training.

During the summer months a band was organized under the direction of Lieutenant Hoffhaus, and from a small beginning it expanded into one of the finest military bands in this part of the country.

In September the students of the school under the direction of one of the men talented along that line, staged one of the best minstrels ever seen in Austin at the local opera house. Three performances were given. It was a decided success and reflected great credit upon the school.

Athletics were not forgotten and the coming of cooler weather witnessed the organization of a football team. Games were scheduled with the other army schools of the city and with the university team.

On September 26, the Commandant, Captain T. L. Bailey, was promoted to the grade of Major.

On October 11, there appeared the first number of a weekly paper called "The Radio" published by the student body. This paper was a five column sheet of eight pages, and was full of live news about the school and the progress of the war. It was generally conceded to be a very creditable piece of work, and was eagerly read by all the friends of the school. The editor was Lieutenant E. B. Smith.

About November the 1st the school was moved to Penn Field where construction was progressing rapidly. Sufficient buildings had been completed so that the proper quartering of men and continued instruction were possible.



Lieutenant Ahl, Commanding Officer of the student detachment, then organized the student regiment. First Battalion, consisting of Air Service Men, was quartered in "A" Barracks under command of Lieutenant Conway. Second Battalion, consisting of Field Artillery men, was quartered in "B" barracks under command of Lieutenant Hunt. Third Battalion consisting of Coast Artillery Men, "D" Squadron, and a detachment of the 817th Depot Aero Squadron under command of Lieutenant Everall.

The entire student body consisted of about 1600 men and was growing rapidly when the armistice was signed. Orders were then received to cease all construction. The instructions of students however continued until about December 15th, 1918.

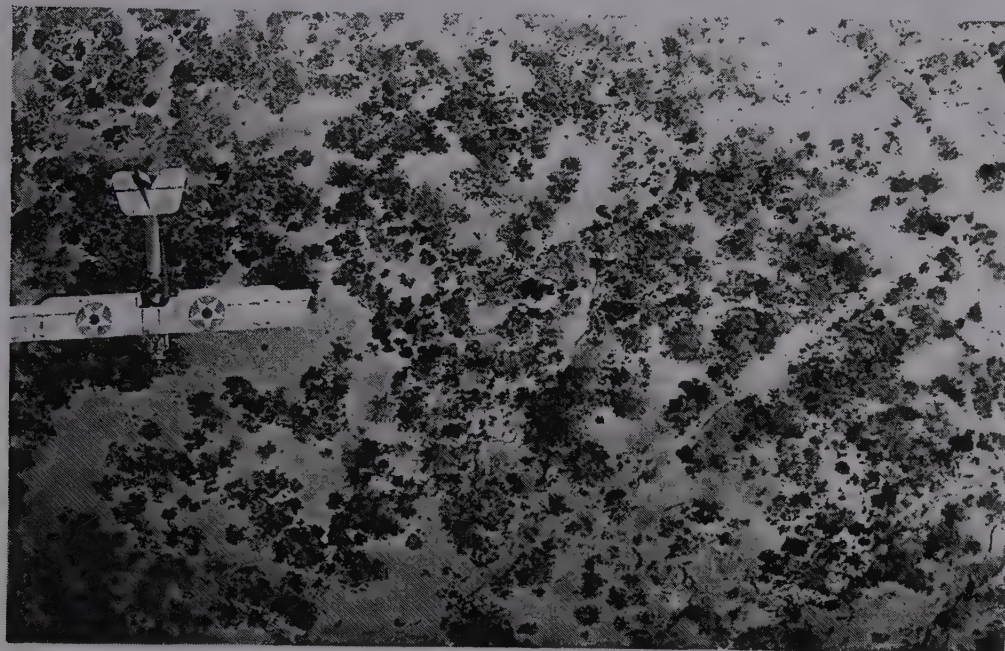
On or about January 15, Major Bailey received his discharge and was relieved by Captain B. H. Mills. Captain Mills prior to his assignment as Commandant of the school was chief organizer and inspector of Radio Schools with his headquarters at Washington, D. C.

Lieutenant J. Belmont Jiskra, who was inspector of Radio equipment with headquarters at Washington, D. C., reported for duty shortly before the arrival of the new Commandant, and was appointed Post Adjutant. Upon arrival of the new Commandant, Lieut. Jiskra was relieved by Lieut. Kidman and made Executive Officer.

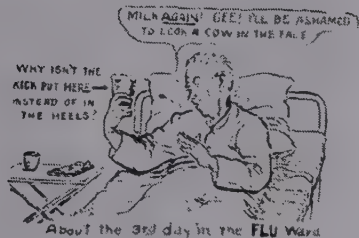
The Postoffice Department has already announced its intention of making Penn Field one of the stations on an aerial route between St. Louis and San Antonio, Texas.

The present staff consists of sixteen officers on duty at Penn Field, whose names and duties are as follows.

Captain B. H. Mills, Commanding Officer, Lieut. J. Belmont Jiskra, Executive Officer, Captain Rod A. Gallacher, Post Surgeon, Lieut. Parker C. Ald, Personal Adjutant, Lieut. Morris Norman, Finance Officer, Lieut. Jesse B. Hous, Aero Supply Officer, Lieut. Chas. H. Thibault, Police Officer, Lieut. Geo. W. Sawyer, Engineer Officer, Lieut. Wellington Arnold, Transportation Officer, Lieut. Mark H. Robinson, Post Adjutant, Lieut. B. W. Bulfinch, Radio Supply Officer, Lieut. Cecil E. Archer, C. O., Smith J. A. S. Det., Lieut. Arnold S. Morse, Asst. C. O., Smith J. A. S. Det., Lieut. J. Harold Garrett, Camp Supply Officer.



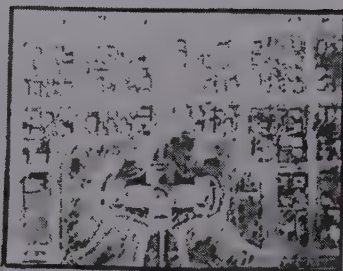
'SOME' LANDING GEAR



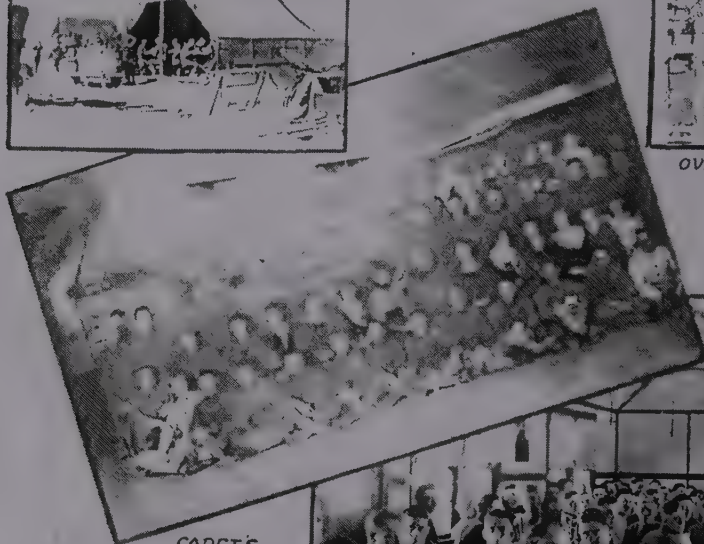
# OFF DUTY



FIELD MESS



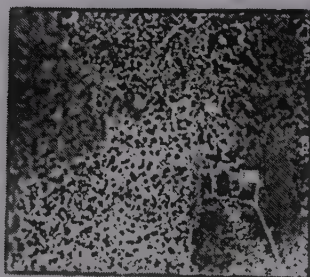
OVER AUSTIN CAPITAL



CADET'S SOCIAL



BARRACKS MESS



JAZZ OVER TEXAS



AMERICAN CLUB

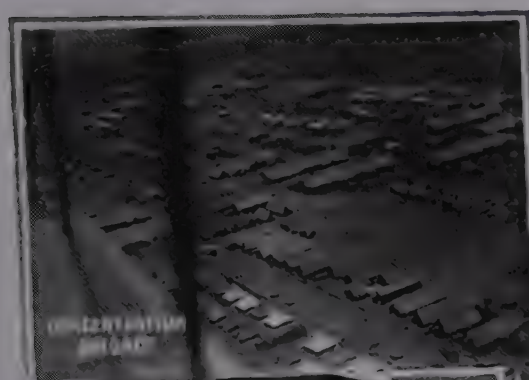


THE MAIN BUILDING

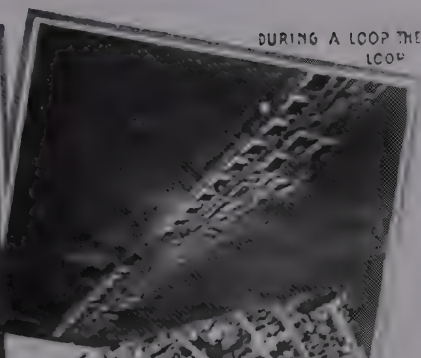
UNIFORMS  
DRESS



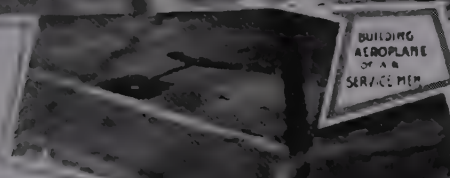
## OVER THE FIELD



CONCENTRATION  
AREA



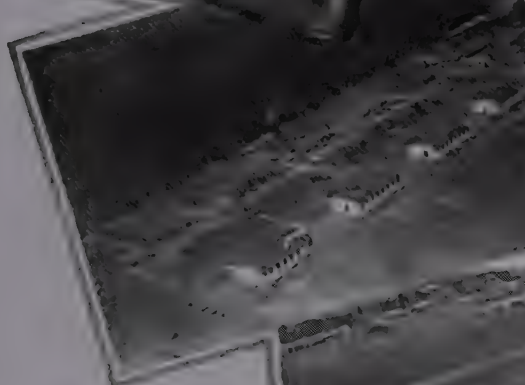
DURING A LOOP THE  
LOOP



BUILDING  
AEROPLANE  
OF A  
SERVICE MEN



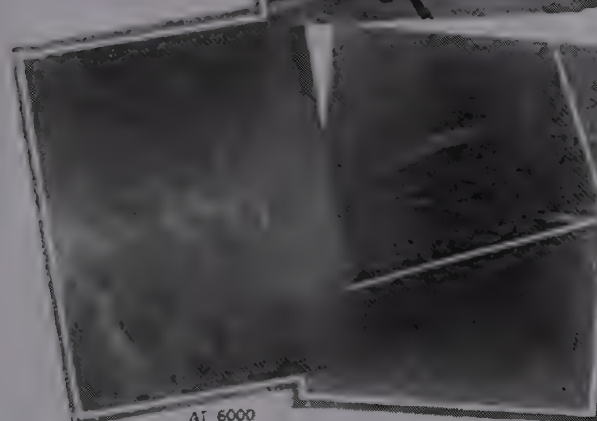
OVER THE TOWN



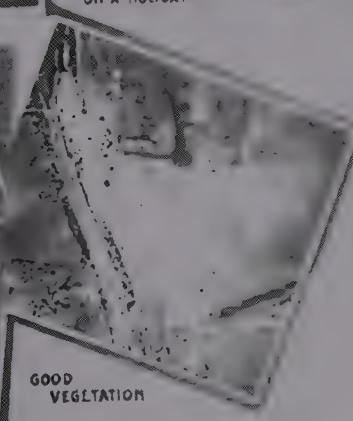
JUST OFF THE GROUND



ON A HOLIDAY



AT 6000



GOOD  
VEGETATION

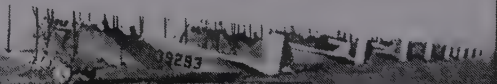
HOW THE ROADS LOOK



TANKING UP  
INSPECTING



ON LINE



CONTACT



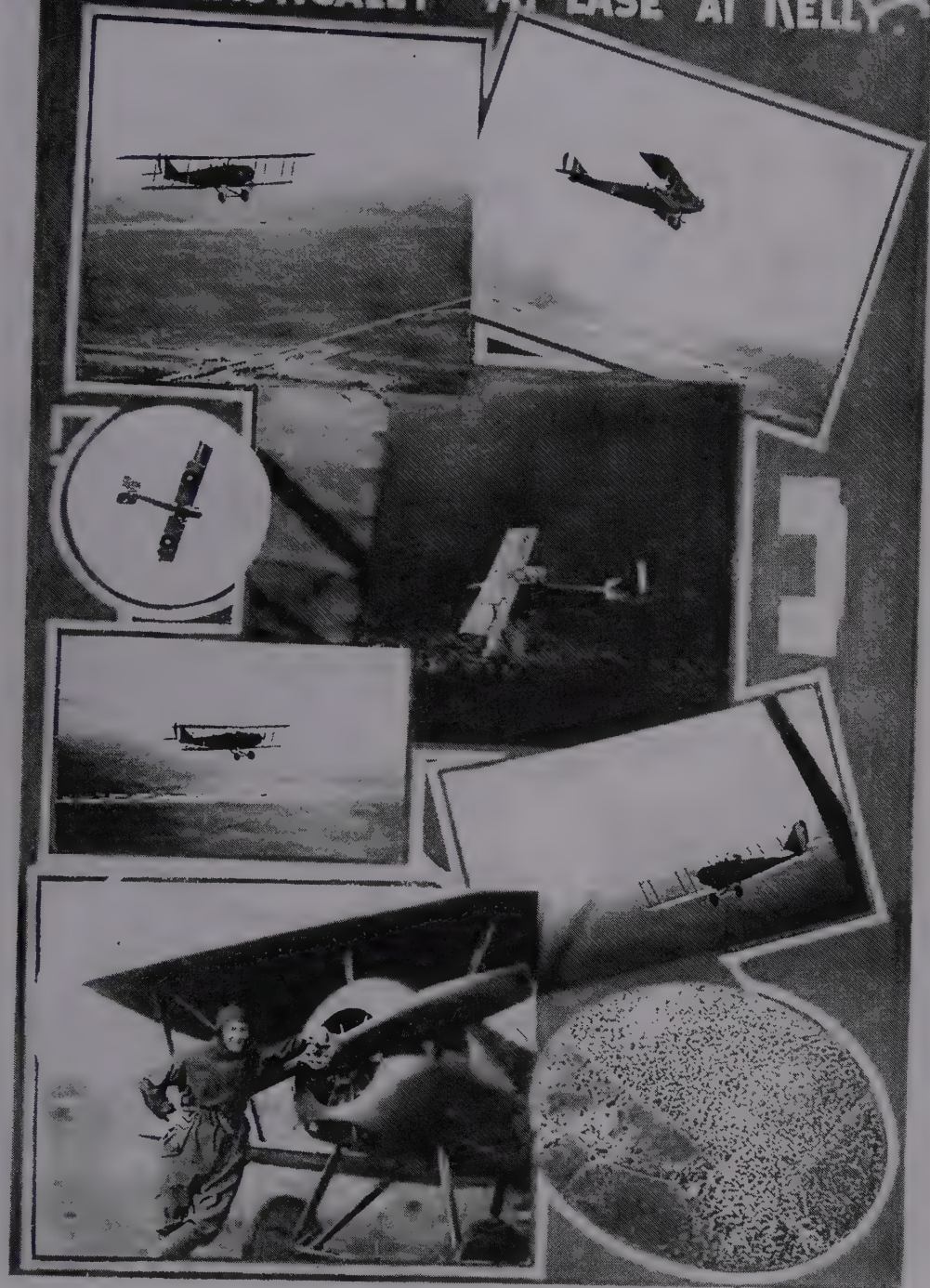
GIVING THE  
GUN

TAKING OFF





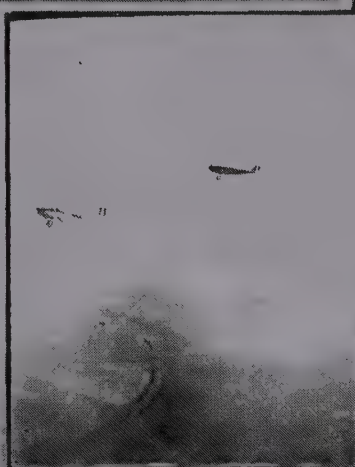
# AERONAUTICALLY "AT EASE" AT KELLY.



FALLING INTO  
FORMATION



EXCHANGING GREETINGS



RETURNING TO NEST



A SCOUT



GUNNERY SHIP





"CLOSE FORMATION"

"COMING OUT OF A LOOP"

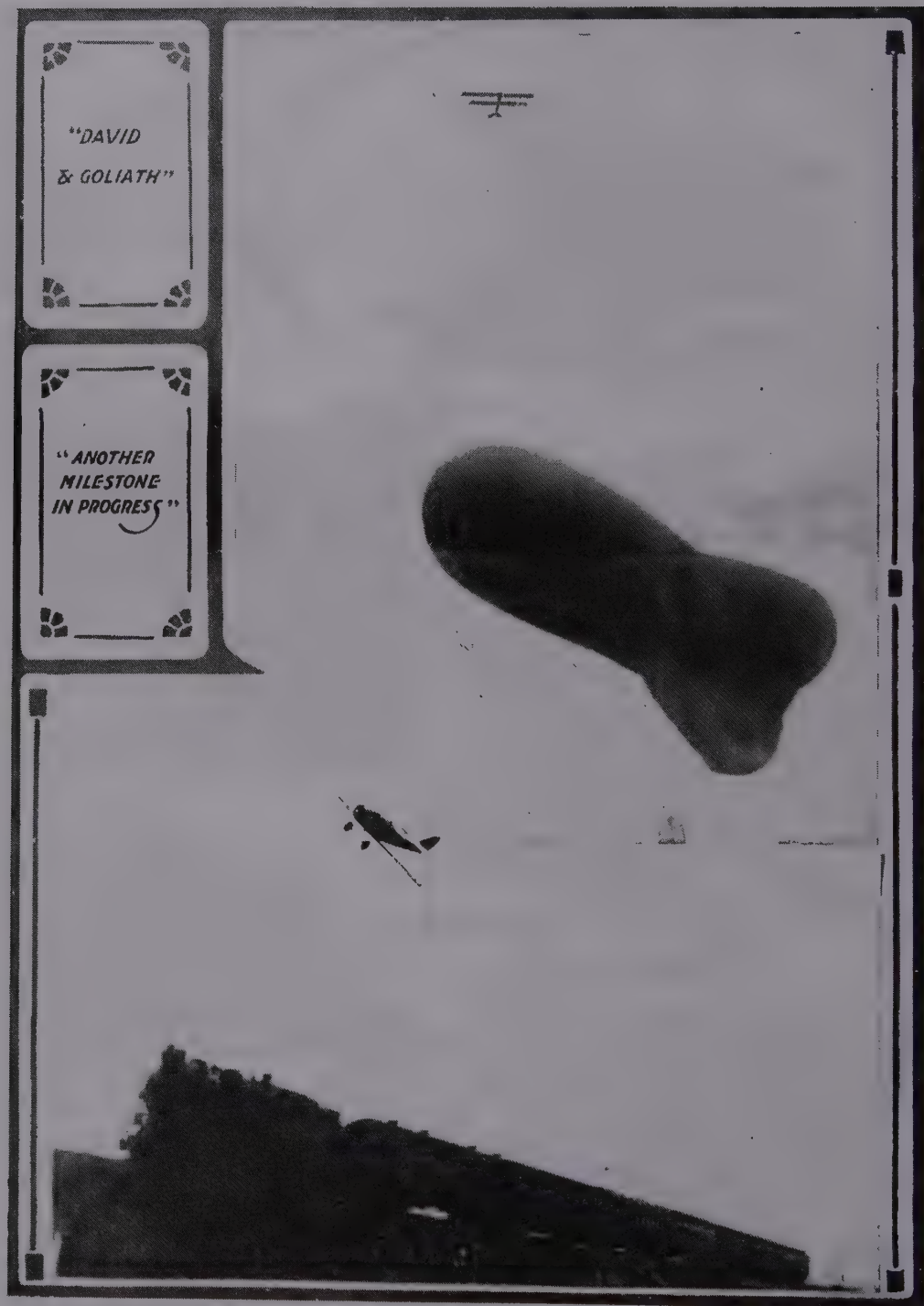
"NEAR A TEXAS CITY"

"GOING INTO A LOOP"

"FORMATION FLYING"

"DAVID  
& GOLIATH"

"ANOTHER  
MILESTONE  
IN PROGRESS"



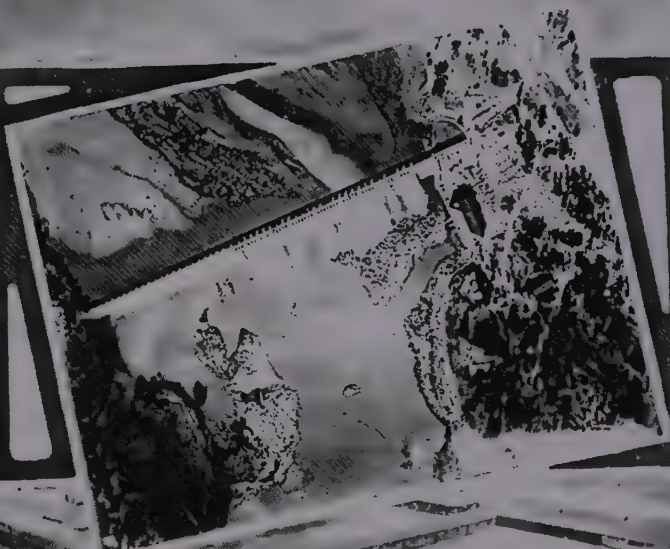


OVER THE CLOUDS

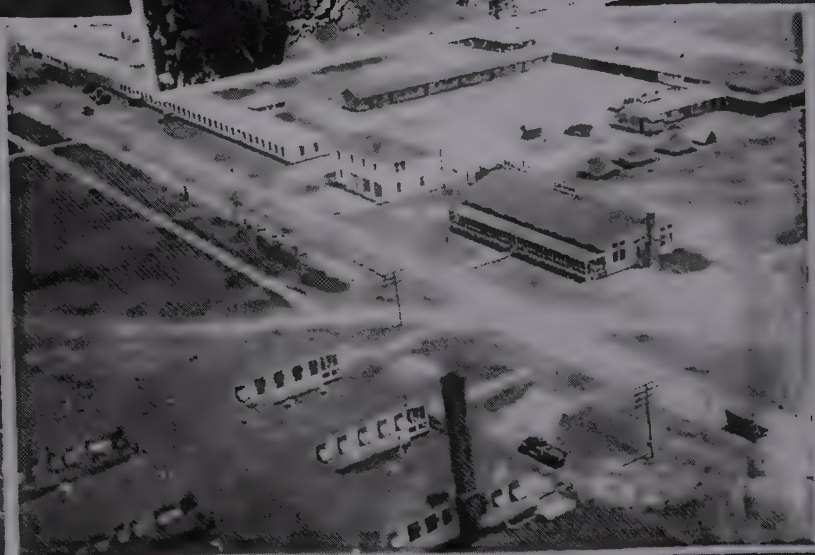




*"AS THEY  
LOOK  
TO US"*

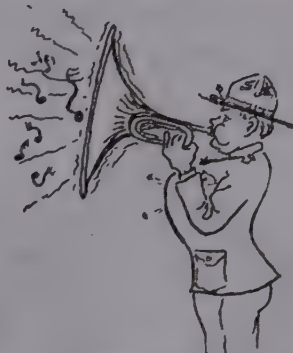


*"AS THE  
DAM LOOKS  
TO THEM"*



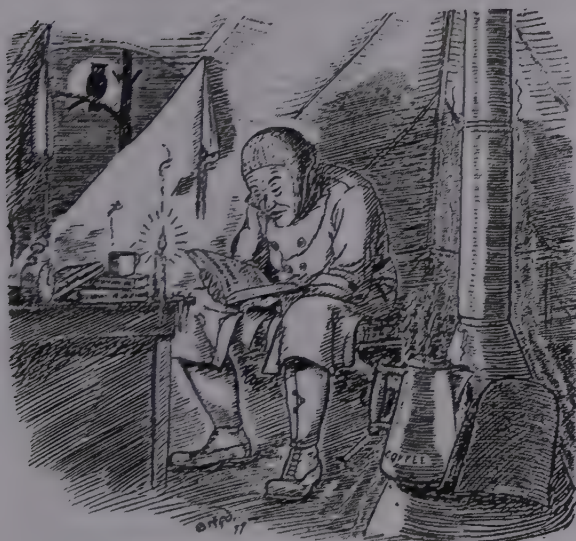
*"AS WE LOOK TO THEM"*





THE BUGLER NEVER FORGETS TO GET UP

## REVEILLE REVELATIONS



LOOKING FOR REGULATIONS GOVERNING DISCHARGES DURING ARMISTICE PERIOD.

# VIEWS OF SAN ANTONIO



SAN ANTONIO'S  
BEAUTIFUL  
COUNTRY  
CLUB



ALAMO  
PLAZA  
AND FEDERAL  
BUILDING



"MISSION CONCEPCION"  
FOUNDED AND BUILT  
1702-1731

"SAN JOSE MISSION"  
FOUNDED AND BUILT  
1701-1728



"THE ALAMO"  
THE SHRINE OF TEXAS LIBERTY

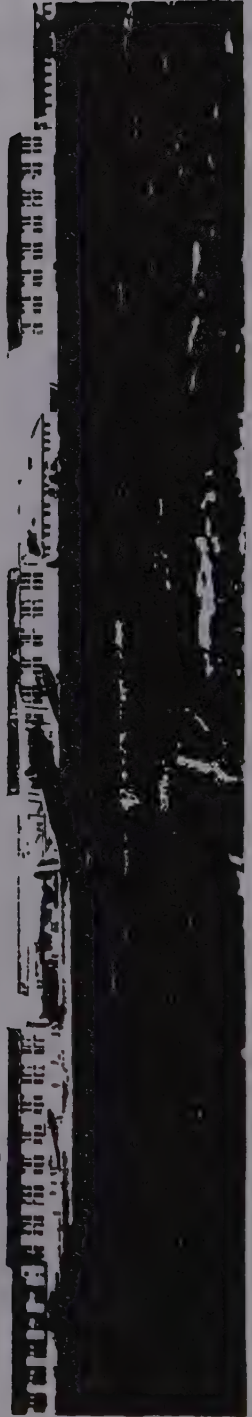
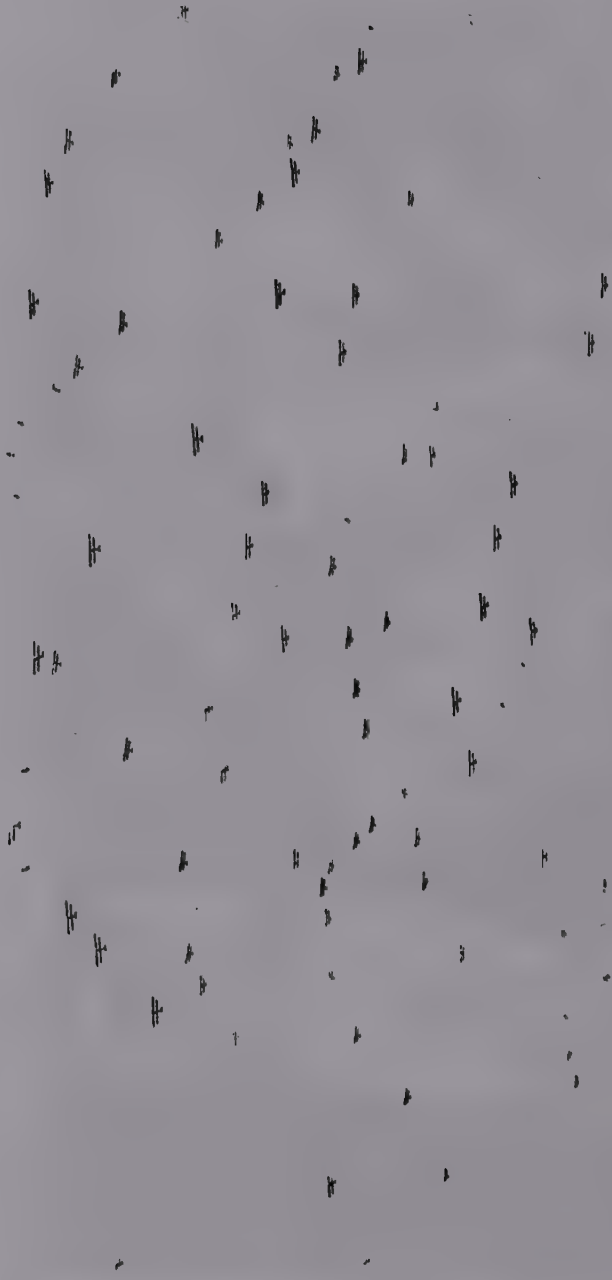




(1) 18,000 feet from home

(2) Climbing

3 Taking off



Kelly on a Busy Day





One of the Luckier Squadrons Overseas



De Havillands at Kelly  
"ACCOUNTED FOR"



Lieut. EVERS ABBEY,  
O. I. C. Photo Hut



Lieut. T. E. LOKEY



Capt. S. F. MITCHELL,  
Flying Dep't. Hospital



Capt. W. H. MARR

Captain WILLIAM H. MARR, A. S. M. A.

Captain Marr was commissioned Captain, Field Artillery, at 2nd Training Camp, Fort Benjamin Harrison, and assigned to Artillery at Camp Travis, Texas. He was transferred to Kelly Field on December 29, 1917, and assigned to First Divisional Recruit Regiment. Was instrumental in the organization of the Trades and Recruit Divisions, and then assigned as Section Commander in Trades Division. Personnel Adjutant of Trades Division, First Training Brigade. Later Assistant Personnel Adjutant in charge of organizing units, Post Headquarters. On detached service from Kelly Field on recruiting for Air Service to Cleveland and Detroit, and reported back to Kelly Field in November, 1918 for flying instructions. At present taking flying instructions.

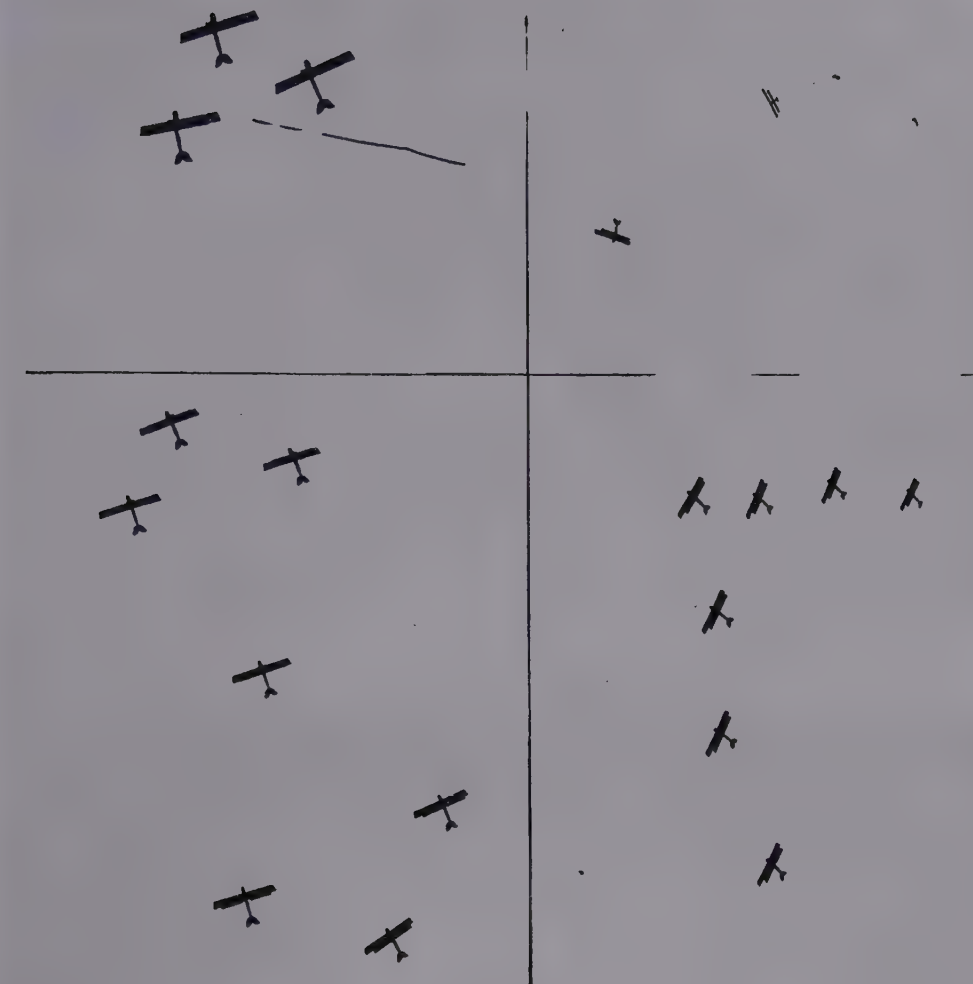
Lieut. T. E. LOKEY

Enlisted in the service August, 1917 and at Kelly Field several months. Commissioned at the Ohio State University, Columbus, Ohio, on March 8th, 1918, and ordered to Wilbur Wright Field, Dayton, Ohio. There in Command of the 258th Squadron until they went over seas in August, 1918. Relieved and ordered to Washington, D. C. where remained until ordered to report to Kelly Field January 24th, 1919. Now Adjutant of Squadron "H."



Lieut. CARL E. NEWMAN,  
Former Ass't. Adj. Flying Dept.

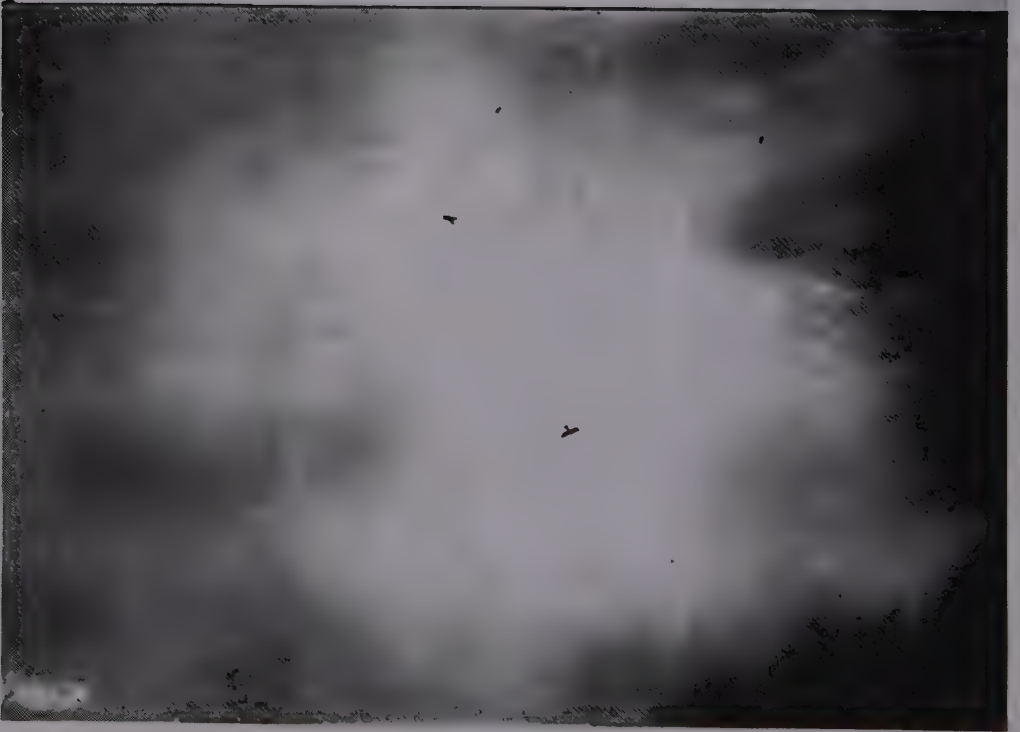




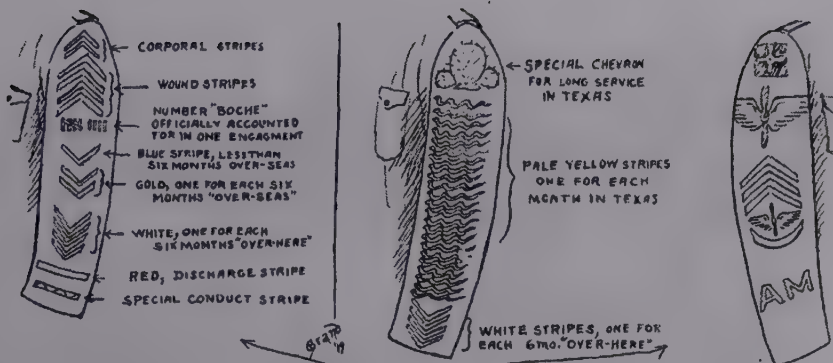
**Upper left**—Three ship formation flown at Review for Colonel Quackenbush and Colonel J. E. Fehet. This was a very close "V" formation, the machines being only about five feet apart, with wings overlapping. Led by Lieut. Edwin Sturge, with Lieut. V. J. Meloy and Lieut. G. A. Cary flying the other positions.

**Lower right**—Seven ship "V" formation flown on same occasion. One of the best large formations ever flown at this Field under adverse flying conditions. Led by Lieut. E. Burge, with pilots Lieuts. V. J. Meloy, G. A. Cary, M. D. Smith, Lieut. Chickester, Capt. Kenyon, and Cadet Jahelman.

**Lower left**—Seven ship bombing formation flown for the Review. Led by Edward Simpson and flown by student officers on the old Advance Cross-Country Stage.







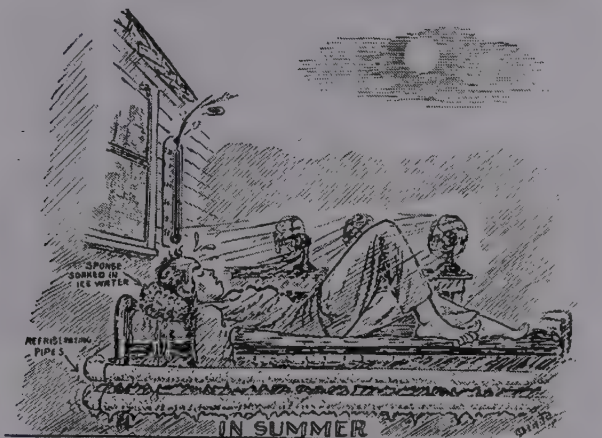
A Common Sight In Large Cities These Days — And — These Seen In Kelly Field.

LEFT SLEEVE FOR SERVICE AND WOUNDS

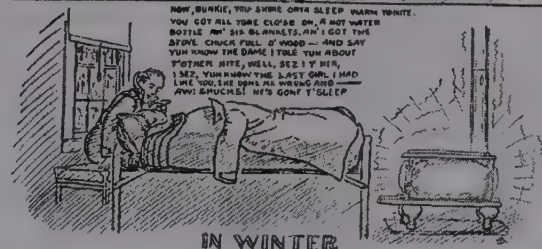
## TEXAS SLUMBER COMFORTS?



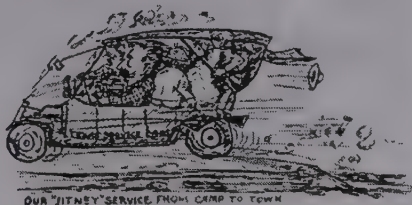
HIGH AND LOW  
ASPECT RATIO



IN SUMMER



IN WINTER





SEEN ON MOST ANY STREET CORNER

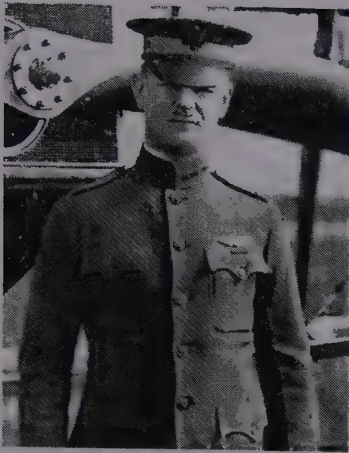


Flying Dep't. Baseball Squad, 1919

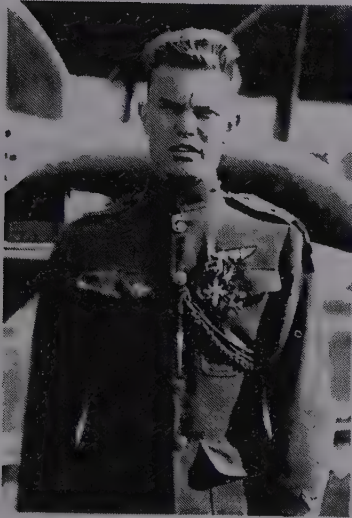




## THE "FLYING CIRCUS"



Major G. E. STRATEMEYER,  
Executive Officer



Major EDGAR TOBIN,  
A Kelly Field "Ace"



REAR, LEFT TO RIGHT: *Lieut. D. R. PHILLIPS, Lieut. E. P. STREETER, Lieut. F. B. ESTEL, Lieut. F. C. GASKELL, Major G. E. STRATEMEYER, Major E. G. TOBIN,*  
*Lieut. E. H. HILL, Capt. S. E. MITCHELL,*  
FRONT, LEFT TO RIGHT: *Lieut. A. M. ST. JOHN, Lieut. P. A. SMITH, Lieut. H. C. RODRIGS, Lieut. I. R. HEWITT,*  
*Lieut. Geo. H. BELGER, Lieut. C. J. MORRIS.*

### VICTORY LOAN FLIGHT

Made by Kelly Field Flying Officers in the interests of the Victory Loan, in April and May, 1919, and covering the following States: Louisiana, Mississippi, Arkansas, Tennessee, Missouri, Illinois, Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Nebraska, Kansas and Oklahoma. Fifty enlisted men, who have seen active overseas duty and who have been decorated, are accompanying the

flyers. All of the flyers are from Kelly and each one has had at least 700 hours of flying. Major Stratemeyer is in command, and Lieutenant Phillips is Advance Publicity Agent.

A "show" will be staged each afternoon in the different towns visited. This will therefore be the first "flying circus" ever staged. 5 German aeroplanes, 5 French "spads," 4 Curtiss planes, and 4 Scouts will be flown.



## WHEN THE BOOK CAME OUT

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# *The* SAFETY FACTOR



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"Company! Tenshun!"

An illustration of two children, a boy and a girl, standing on a set of stairs. The boy is on the left, wearing a light-colored short-sleeved shirt and shorts, with his hand to his forehead. The girl is on the right, wearing a light-colored dress and a large bow in her hair, also with her hand to her forehead. To the left of the stairs is a dark wooden structure, possibly a table or a large box, with a white label that reads "Lowney's Chocolates" and a small illustration of a chocolate bar. The entire scene is framed by a dark, curved border that resembles a chocolate bar wrapper.

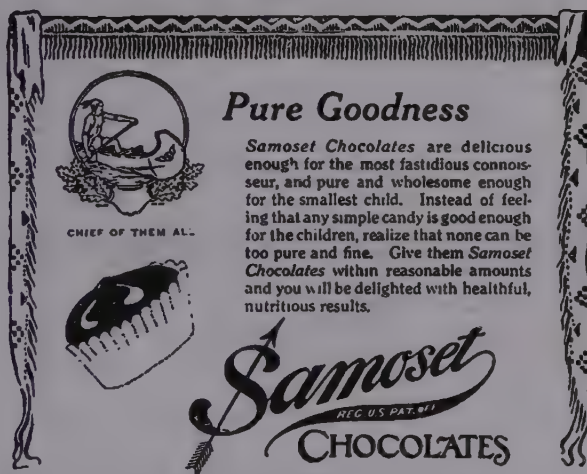
*Lowney's Chocolates*  
65¢ to \$1.25



COMPLETE MILITARY DEPARTMENT

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The advertisement is enclosed in a decorative border. On the left, there is a circular emblem showing a figure on a ship, with the text "CHIEF OF THEM ALL" below it. Below the emblem is a drawing of a chocolate bar wrapper. To the right of these images is the heading "Pure Goodness" in a bold, serif font. Below the heading is a paragraph of text describing the quality of Samoset Chocolates. At the bottom right, the brand name "Samoset" is written in a large, stylized script font, with "CHOCOLATES" in a smaller, bold, sans-serif font below it. A small trademark notice "REG. U.S. PAT. & TM. OFF." is visible between the two brand names.

**Pure Goodness**

*Samoset Chocolates* are delicious enough for the most fastidious connoisseur, and pure and wholesome enough for the smallest child. Instead of feeling that any simple candy is good enough for the children, realize that none can be too pure and fine. Give them *Samoset Chocolates* within reasonable amounts and you will be delighted with healthful, nutritious results.

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Kelly field in the great world war



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